Easyriders
93
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Easyriders
July 1989
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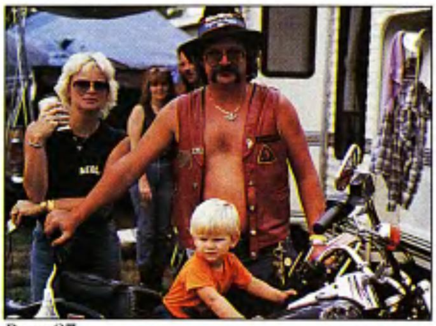
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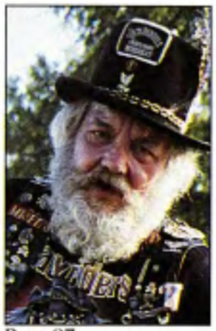
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Cover, gatefold and feature photography of your February Fox Hunt winner, Linda, with Joe "Krazy" Tracy's outrageously wild highbar shovelhead was done by Mad Mike. Makeup provided by Cindy Louise.

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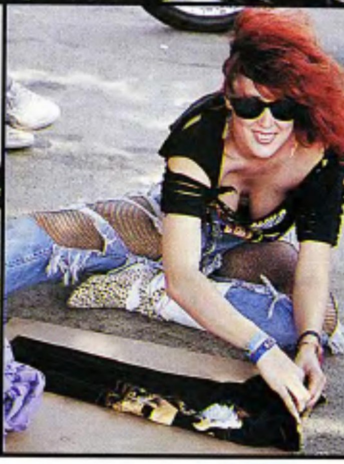

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A bitch who must have been mad at the world removed her Kotex and flung it into a car, causing $800 in damages. I've had a lot of strange shit in my car but never a used Kotex.

In case you don't know it, the murder rate inside prisons is ten times greater than the rate outside.

Here's a guy in prison who wanted to commit suicide so he jammed a 6'' ball-point pen into his eye. When that failed to do the job, he took a sheet and tried to hang himself from the shower head. It broke and he fell face forward which jammed the pen even further into his skull. It missed the nerve in his eye and went into his brain. Now he's got a fucked-up eye has to contemplate his next suicide attempt.

Aw shit. There goes another one of our privileges. A state recently passed a law whereby more women's shitters than men's are required in buildings. A toilet will be required for every 75 women in new buildings compared with one for 150 men. For new public pools, women's toilets must outnumber men's 2 to 1, and for museums or theatres, there must be a fixture for every 125 men as compared with 65 for women. What's this world coming to? Where are we going to read the Spider column if not while taking a leisurely shit?

A radio station recently held a contest asking its listeners, ''What's the craziest thing you would ever do for a motorcycle?'' A young lady covered herself with liquid cow shit and then rolled in corn flakes, but she didn't win. The guy who won swallowed a live snake.

Here's another guy who tried to commit suicide. First, he guzzled down a fifth of scotch and then decided to blow his brains out, but the shotgun proved too long to stick in his ear and pull the trigger at the same time. Never say die! He sawed off the shotgun barrel. Then he called his father-in-law on the telephone so that he could listen while he blew his brains out but nothing happened so he looked down the barrel, wondering what the hell was going on and BOOM! But the shot whizzed past his head, and he immediately fainted dead away. When he woke, the police were there, and he was fined for illegally sawing off a shotgun barrel.

She got into an accident and the car rolled over upside down. While she and her friend hung upside down from their seat belts, someone went up to the car and asked, ''Are you okay, baby?'' When they said they were, the guy took their purses and two jackets. So much for concerned citizens.

Life in Iran can't be all bad. Ten women were picked up for adultery and corruption. So did they get a slap on the wrist like we do in the United States? No, all ten women were hanged until dead.

You guys who are on the inside looking out—Colorado is testing a proposed law whereby all inmates must have a high school reading equivalency before being granted parole. To give the prisoners an incentive, they can earn four days off per month for participating in a reading program.

Man, they're tough in Florida. A deputy sheriff was fined $825,000 for forcing a garden hose down a drunken man's throat and turning it on as a penalty for drinking.

A prisoner decided to make a run for it while being escorted by two deputy sheriffs. The con was about 50 feet away with his hands cuffed behind him and was wearing a knee brace when the two sheriffs opened fire. They pumped 12 shots into the escapee and killed him. The sheriffs stated they shot him because they feared for their lives.

She fatally clubbed her five-year-old foster son with a board because he would not kneel properly while praying. So much for religion.

TAKING IT EASY

By Spider

Easyriders

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Contributors
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J.D. Chandler
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David Mann
Jody Roberts
Kevin Wood
George DiLucca
Lithography
Billy Thornbury
Nick Teresi
John Sacha

Advertising Director
Lizette Hotinger
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WORDMONGER

English Chicks
☐ Hi! We're two English girls interested in visiting the States. Can anyone let us know where the best places are to visit, best parties, bike scenes, etc.? Please scribble a line to the address below.

Niki and Sharon
155 Ringwood Road
Parkstone, Poole
Dorset
England BH14 ORH

Junior Speaks
☐ In the April '89 issue, Mr. Thomas Perkins of Dudley Perkins H-D in San Francisco stated that he owns the oldest H-D dealership. Bullshit! The oldest American H-D dealer is A.D. Farrow Co. in Columbus, Ohio, established in 1912. They may not meet all the requirements established by good old Tom Perkins, but facts are facts. They're been around two years longer. Maybe it hasn't been in the same family as Perkins has, but it has been doing business longer.

Sorry, Tom, nice try. I bet old Grampa Dudley was real proud of ya! Don't get me wrong—I'm involved in a family business also. I realize there's a lot of pride involved, but it doesn't mean you make the rules, pal.

Junior
North Jersey, N.J.

"20/20"
☐ While watching "20/20" on ABC network TV at a friend's house, we saw their report on Gary Busey's bike accident. It was a good thing that I was at Wild Bill's; it made me so flippin' mad I would have broken my TV. How did this report get so one-sided? They interviewed a doctor who had nothing to do with Mr. Busey's surgery or rehabilitation and he sounded like a bureaucrat who didn't know a hill of beans about anything. The reporter made it sound like people who ride without helmets are trying to be tough guys but don't know what's good for them. Mr. Busey had stated some hard facts himself (helmets impair hearing and peripheral vision, that he was speeding and cut in front of a bus to make a right hand turn and hit an oil slick in the turn).

The reporter played Mr. Busey's story down and beefed up a report on the saving of life or serious injury while wearing a helmet. To hell with them! I've read your report in April's issue, and the stats in there were very impressive on not wearing a helmet.

We should demand equal time on "20/20" to get these facts right!

One Mad Biker
Bluffton, Ind.

■ And we did, with no response. You can write to: "20/20", 47 West 66th St., New York, N.Y. 10023

Warning
☐ A word of warning to any bros who plan to travel through Wisconsin.

If ya happen to end up near a town called Augusta, either take a long detour around it or go in the opposite direction. The pigs there pull over anything on two wheels. They especially hate bikers and longhairs, and even if ya ain't doin' nothin' wrong, they'll make something up. And believe me, it *will* stick! I had a nice, long stay in jail to prove it.

Sandman
Levis, Wis.

A Couple of Goofs
☐ In your issue #189 on page 17 ("Lucky In Kentucky"), he sure is lucky to win a new Hog with the exhaust on the left side as you pictured.

On page 32, "Double Vision"—a feature photo spread with no photos of the left side of the bike—nice work.

Get it together.

J.W.
Vermilion, Ohio

She's Lookin' Too?
☐ Anyone out there know where I can get ahold of any (and all!) recordings by the Matt Minglewood Band? I caught their concert at the Expo in Canada last year and I'm hooked! Best band I've heard in a long time.

Ann Buonagurio
15 Waldor Dr.
Mansfield, MA 02401

He's Looking
☐ My wife and I are stuck here at Ft. Carson in Colorado Springs. We're looking for some helpful people in the area because I'm in the market for a bike (preferably a Sportster), and I'm not too hot a mechanic. Would appreciate a word from anyone in the area.

Derek and Karen Moore
501 Security Blvd. - #102B
Colorado Springs, CO 80911

Wants T-Shirt
☐ Can someone out there help me? I've been searching for a "Champion Mustache Rider" T-shirt for quite some time now, and I just can't seem to find one. If anyone knows of a T-shirt shop that has one, please let me know.

Ilene "Eye" Brockett
9605 8th Bay St. - #5
Norfolk, VA 23518

He Won
☐ I would like to take time to thank all the good people who helped my old Indian capture third place at the *Easyriders* Bike Show on the Queen Mary. Thanks to everyone who called and mailed in votes and to those who voted for us at the show. It helps reaffirm my belief that there is a soft spot in your readers' hearts for a good, old, hard-ridden rat bike.

Landshark
Sioux Falls, S.D.

Type of Tires
☐ April's issue of *Easyriders* leaves me with several questions, the big one being what type of tires was Busey running on his scoot? Were they a "hard rubber tire" (so-called performance tires) or "safety gum tires?" What type of brakes did he have?

For years I've run Continental safety gum tires on my 1977 Low Rider. I've ridden in

ice storms, 3 inches of snow, pouring rain, etc. They are a "low mileage" tire, but the all-around performance—cornering, adverse weather, solo, 2-up or emergency stops—is excellent.

Recently I switched to a "high mileage" (so-called performance tire) hard rubber Continental Blitz. It is the *worst stopping* tire on dry pavement that I have ever run! At slow speed, fast stops my scoot wants to squirrel out from under me (in a straight line, no less).

I've had to readjust my stopping techniques because I'm afraid these tires are going to dump me. I never had a problem with stopping before. No more hard rubber tires for me! Sell them to someone else please!

I'm running 11" stainless (drilled) rotors, 8L quad-ring rear caliper (dual support boomarang) juice brakes, and safety gum tires period! I thank Dan's Cycle for that.

Mike Richardson
Rock Hill, N.Y.

■ It wasn't a matter of traction but reaction.

The Boozefighters?

☐ I'm interested in knowing if there are any real bros around in Brazil where I live. I'm a member of the Boozefighters MC, and we want to spread out our activities. Anyone interested please write to:

Bob Fausto
Av. Bandeirantes 421
Sorocaba SP
Brazil CEP 18013

Sue The States

☐ A lot of you ABATE people are wasting time dodging bullets. Why not play by the rules? The best defense is a good offense: Introduce legislation in your state to outlaw helmets (except for off-road riding and racing competitions). Helmets in heavy traffic areas are dangerous, and it should be illegal to wear one.

If you live in a mandatory helmet law state and you get into an accident because of your helmet, then sue the state and the legislators who voted it into effect.

Get the picture?

Alan Lundberg
Kona, Hawaii

Biker Attorney

☐ This is a response to Mr. Bill, "Learning Experience & Bummed."

As a so-called "biker attorney," I read as many of the cycle publications I can to keep up on new models, trends and just for enjoyment as well. I couldn't help but notice your letter in the March *Easyriders* and felt I owed you a response. I'd like to point out a few things about your case. Based upon your letter, of course, I don't have all the facts, but here goes. First of all, you stated that you were in the hospital with your head full of morphine at the time you cut your deal. Most states have laws regulating lawyers' contracts. My state, Pennsylvania, will not honor an agreement made with an attorney while you are in your hospital bed. If you truly were on morphine at the time, you probably lacked the capacity to enter into a binding contract with anyone. In addition, if you feel that you were cheated, most state bar associations have what is called a fee dispute committee to review such claims.

Now a word in defense of the "biker attorney." Bill, where do you think that insurance money came from? Do you think that without your attorney those heartless mothers would have visited you in the hospital and brought you the check on a silver platter? Wake up! Easy money? Far from it. We work for our money. I know I do. For lots of years of schooling, while you were out puttin' around, I was grinding away in dark libraries learning how to twist the tiger's tail to make him spit out those insurance checks. Sure, now I work in a nice clean office and only get grease under my nails when I'm working on my own scoot, but my job has its own problems. Like lots and lots of stress, for example, and listening to guys like you run us down in print. Sure, every profession and trade has its weasels, thieves, and slimeballs. How about bikers? Ever been refused service because some "bro" had been there before and trashed the place? Just remember, Bill, no one forced you to take a risk by riding without medical insurance or uninsured/underinsured motorist coverage of your own. It sounds to me like maybe you should be a little angrier at yourself.

Sheldon B. Zitomer
("Housecall")
Warminster, Pa.

Run For The Wall

☐ On Memorial Day, 1988, 5,000-plus motorcyclists held a rally in Washington, D.C. This year our goal is the same as last year: to get some kind of action to be taken by our government officials to bring home MIAs and live POWs still in Southeast Asia.

According to the National Forget-Me-Not Association, this was the largest POW/MIA rally ever held in the one and a half years since the awareness program began.

This year the "Rolling Thunder Rally II" was bigger than last year's. There was a convoy leaving California and crossing the heart of America. We are proud to say that Kentucky played a large part in this historical public outcry for our MIAs/POWs.

The convoy arrived in Mt. Sterling, Kentucky on May 25 to stay the night and join with members of the Kentucky Bikers Association. There were a confirmed 1,000 motorcycles, cars, trucks, etc. scheduled to arrive and join with an estimated 300 to 400 motorcycles, cars, trucks, etc. in Mt. Sterling.

James Gregory of "Run For The Wall, Inc." led the convoy from San Diego to Los Angeles to Provo, Utah to Denver, Colorado to Salina, Kansas to St. Louis, Missouri

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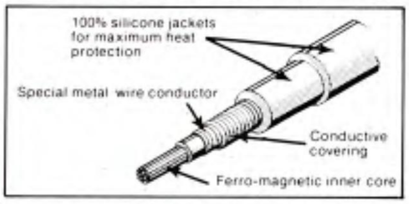

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to Mt. Sterling, Kentucky and on to Lexington, Virginia and finally to the "Wall of Tears" in Washington, D.C.

We urged all Americans to unite in this desperate matter of returning our sons home. Our great state of Kentucky has 22 military men as MIAs/POWs in Southeast Asia.

For information on "Run For The Wall" or "Rolling Thunder II," call:

Ray Manzo (201) 638-4439
Art Muller (201) 369-5439
James Gregory (619) 283-9879
Buddy Combs (606) 498-4799 (KBS Central District)
Danny "Greaser" Belcher (606) 674-6511

Danny "Greaser" Belcher
Buddy Combs
Mt. Sterling, Ky.

Fuckin' Yuppies

☐ I will not be renewing my subscription to *Easyriders*. In fact, I burned my *Easyriders* scarf, and my ol' man burned his *Easyriders* hat because we think you guys suck the big one.

My ol' man and I, all the locals, and all the Milwaukee bros we ride with were appalled at the pissy-ass article you had in your rag about Harley's 85th anniversary and the homecoming.

I mean face it, dickheads, you wouldn't be hauling those big fucking paychecks to the fucking bank every week if it weren't for Harley. You wouldn't even have a fucking rag if not for Harley-Davidson. I mean who wants to read about Jap crap?

And what do you ass-bites do? Dump the story and all the photos in some two-bit rag you guys probably bought with your spare change (thanks to Harley)—and it can't even be found on a newsstand or in a store around here.

As far as we're concerned, *Easyriders* is no longer the best scooter rag on the newsstands, just some motorcycle magazine with a monthly bimbo on a Harley that probably doesn't even know anything about them. I'm starting to wonder if you guys do or if you're just a fucking bunch of yuppies capitalizing on us real bikers.

Sweet Revenge
Colgate, Wis.

Likes Tunes

☐ I've been reading your rag for about three years. I suppose "Wordmonger" has helped a lot of people find what they're looking for—I hope it can help me.

I was in the local strip club, and a peeler was dancing to a tune called "I'm So Fucking Lonely." I asked her who sang it, but she wasn't sure. She said it might be Iron Horses.

I really liked this tune, and if you guys or anyone else can help me put a band to the tune, or if they have the tune and can send me a copy, I would reimburse the postage and tape cost. I would really appreciate it.

Chris Crozier
1261 Freeland St.
Burlington, Ontario
Canada L7P 2K7

Yak Shit

☐ What the fuck's going on? First of all, *Foxyriders*. I don't think any of my pals would give two bits of Himalayan yak shit to see what our "sisters" are riding. Maybe some broad who needs a "bitch" to clean her bike does. Just ask Peaches in the November 1987 issue.

Gator
Walhalla, N.D.

Free Legal Work

☐ California prisoner offers free legal work in criminal and civil litigations, i.e., habeas corpus, mandate, coram nobis, pre- and post-conviction remedies, change-of-name, dissolution of marriage, child custody, etc. Confidentiality assured.

Paul Staffiero #B92536
Box 3456 (4B3R25)
Corcoran, CA 93212

What's Up?

☐ I see in the April issue that you guys had a lot of events planned for the Daytona *Easyriders* Rodeo: David Crosby, BTO, etc. So what's up for Sturgis?

Randy Krei
Worland, Wyo.

■ One helluva rodeo.

No Glitter Bikes

☐ Through fellow inmate Tony Fusse I get to read your rag every month. You guys do nice shit—stand-up stuff.

The scoots you feature are all great except those fuckin' glitter bikes that don't belong in such a great mag.

John O'Brien
Eglin AFB, Fla.

What's The Deal?

☐ I think it's really great that you guys at *Easyriders* are out to break the land speed record. But there is one thing I want to know. How come you guys claim the record of 276.396 in 1978 and say that it still stands? Right on the bottom of the poster I got from S & S when I ordered my stroker it says they ran 278 mph in 1985.

What's the deal? Is it something to do with classification? I'm not sure, but S & S's looks like a single-engine job.

Good luck in September.

W. Cunningham
Utica, N.Y.

■ There are numerous classifications: gas/fuel, weight, type; you name it.

Good Reading

☐ I'm locked down in Passaic County Jail in Paterson, New Jersey. It's got to be the hell hole of jails in the States.

Well, my sister and I are close. So when I was locked down in September of 1988, I told her to send me some mags, and, as we all know, *Easyriders* is the best read out there. She sent them to me about the end of September, but it was about the end of October before I got them. Seems like the C.O.s put me on hold while they went through them. Finally they came through the bars. Oh boy, now to try and find a place to sit and thumb through them. Would you believe it? The other inmates came over to me, and said, "Hey, Red Beard, can I see that mag?" So I passed one off, and in a sec I was covered with inmates—you know, like flies on shit. "Anything ya need, RB, cigs, candy, etc.," I know it's a great mag but these guy went nuts. When they saw the bikes, chicks, and us having our kind of fun (ya know, lookin' mean), they kept asking when the next one's due. I tell them when the C.O.'s through.

So let's keep the wind in our face and the chrome side up.

Red Beard
Patterson, N.J.

Have anything to say? Want to bug the staff about its mistakes? Want to give a well-deserved pat on the — back? Poison pen letters, porno mail, threats of violence, love letters, propositions, and demands for payment may all be sent to the Wordmonger, Easyriders, Box 3000, Agoura Hills, California 91301. ■

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Morris Magneto's M-5. The Dawn of a New Generation.

Easier starting, increased power, greater reliability and better mileage. Four great reasons to install the Morris Magneto M-5. Each M-5 is individually hand-crafted for a performance improvement you will actually feel.

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A magneto is a simplified ignition system that directly converts the motion of kicking or cranking into a high voltage spark. Since it works independently, it will still function with a faulty electrical system, a dead battery or no battery at all.

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Morris Magneto's M-5 represents an entirely new generation of magneto ignition systems. With the M-5, it doesn't matter how slowly the engine turns over. During either kick or electric starting, a recoil spring mechanism winds up. When the engine reaches retarded timing, the mechanism releases and the magneto spins rapidly through its firing cycle. Once the engine starts, the recoil spring centrifugally "drops out." The result—no coughing or kicking back; just hot sparking easy starts. You get all the advantages of a magneto with none of the drawbacks.

MORE POWER, BETTER MILEAGE

Because the M-5 produces a hotter spark (60,000 Volts versus 35,000 Volts of other systems), you get extra power, especially at higher rpm's. Because it is an independent system, there isn't the extra drag on the alternator or generator. The result—more of the motor's energy goes into moving the bike, so you get improved mileage and performance.

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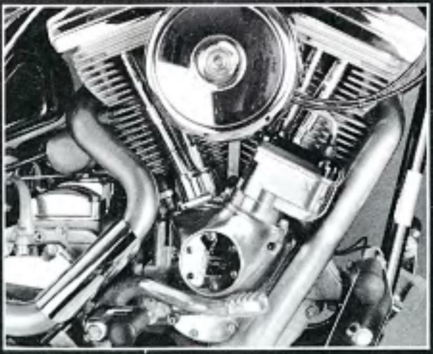

EASY TO INSTALL

The M-5 comes with complete instructions for installing it yourself, or you can have your local ace wrench do it. Just a few tools and a few hours is all it takes.

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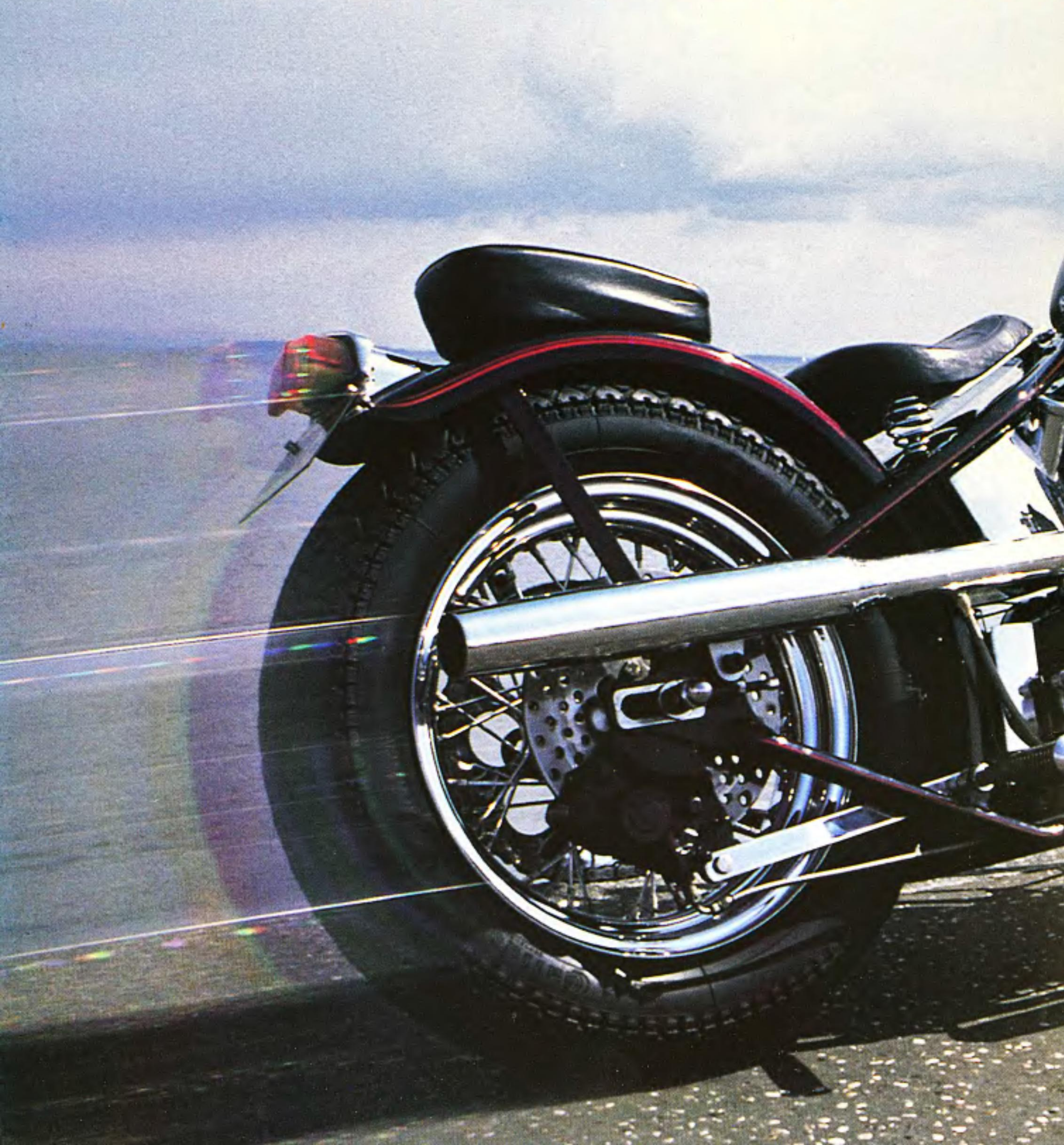
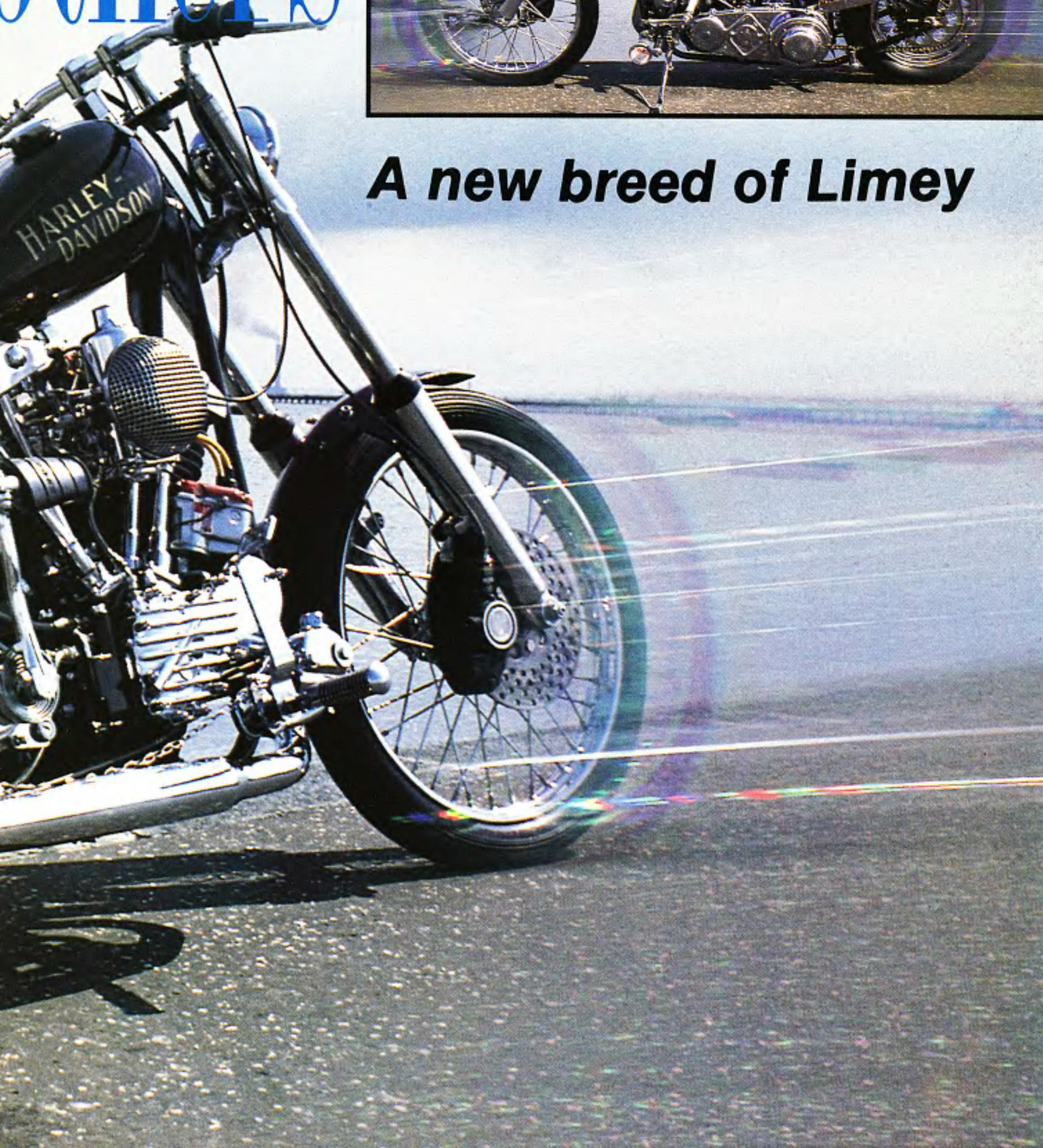
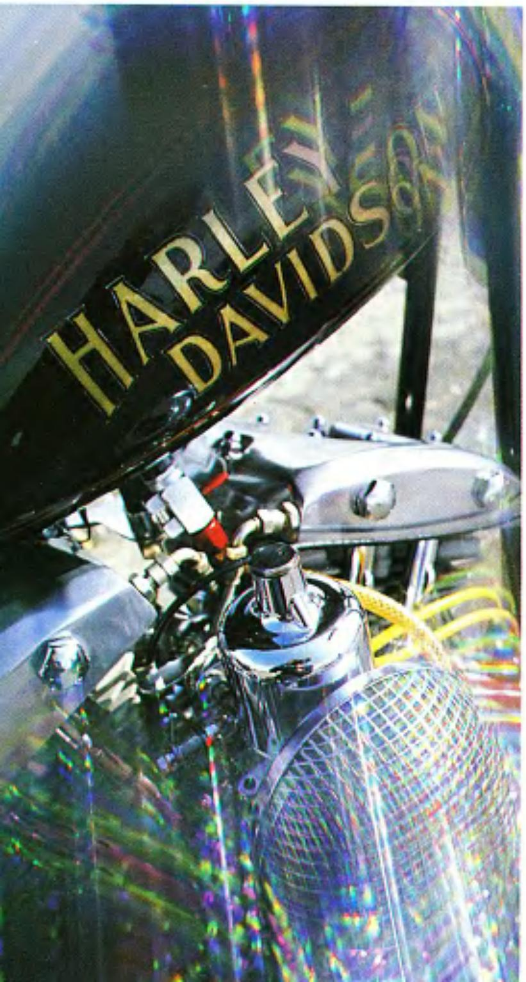


others

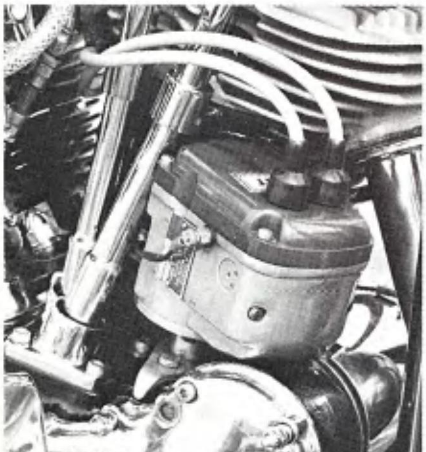
A new breed of Limey





According to a few well-versed, middle-of-the-night sources, the great land of the Queen (which still might be one of the vastest empires in the history of the world, if it weren't for the lend-lease program that Roosevelt instigated during the German siege of England in the Second World War) has become overrun with Harleys.

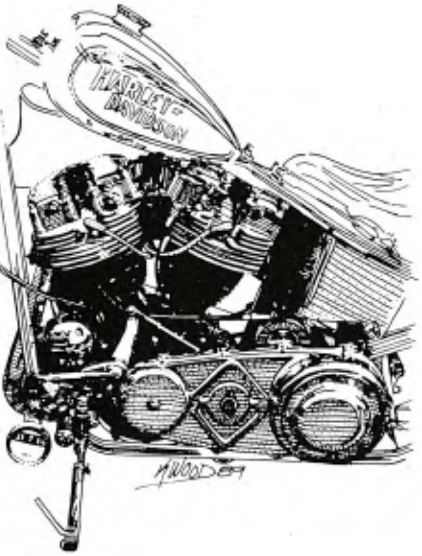
Many of the English scooter pilots are running through the same stages we enjoyed about a decade ago. Scooter people in England—in the land of fog, diesel smoke, lingering coal

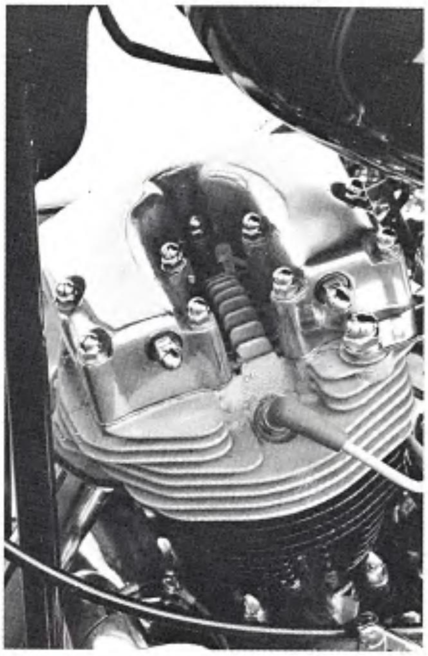


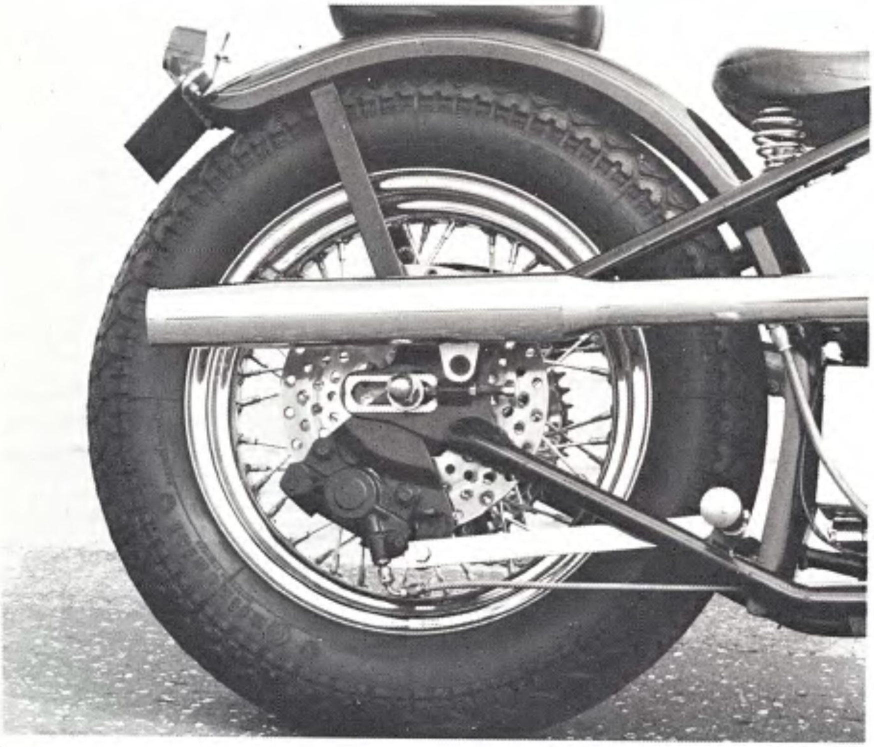
fumes, brick houses, and Stonehenge—are enjoying a lifestyle many of us once knew and loved. An existence of living off, and for, their bikes.

I remember the simplicity of days living in a garage with my scooters and tools. That's all I needed. Parts were the luxuries and tools were jewels. All I needed was a hot plate, a bed, a room heater and an old, used 'fridge I picked up for ten bucks. Some of us had cars—old beaters; hundred-dollar wrecks just to fetch parts with.

And our bikes usually consisted of one rat, and a runner—







Photos by Michael Lichter

designed to keep moving even if the wheels fell off—that never quit. They usually had enough spare parts hanging off 'em to rebuild anything that might falter from one burg to the next. Tools were under the seat, slipped onto our belts, or in various leather pouches tied securely to legs, crowns or packer-bars. The rat could go anywhere, anytime, and could carry anything from a massive bedroll to minor furniture for the pad.

Often enough, there was a backup scoot. Either it was a tad nicer than the rat. Or it was a project that wasn't at the tear-down stage yet. Or it was stock or a recent acquisition just allowed to be its old former self for the time being.

And usually there was one more in the parts stage, the dream machine, the project-perfect. It may never have been completed but it did represent the only fresh chrome in the garage, the only pinstriped article to grace the grease, and the only still-vacuum-packed parts in the house.

The difference between those days in the good ol' U.S., and these days in the land of Kings and Queens, is that many British riders are switching to Harleys, but one of their other scooters is an old English make which they grew up on.

Other than the brands parked comfortably and securely at home, the differences don't amount to much. And the Brits should relish these simple party times of more puttin' and less workin', more time on adventures and less time doin' chores around the homestead, and more creativity with the one thing that keeps your ticker in tune and less time in front of a calculator trying to find one more tax break, or an extra percentage point on an investment.

These may be more affluent times for the States. But money ain't squat without the freedom to enjoy it.

These across-the-Atlantic riders have the right idea currently tattooed across their biceps even amidst the legislative barrage the government is throwing at them, including leg guards, helmets, and day-glo uniforms. They keep the right notion locked in the racetracks of their minds—Live to Ride, Ride to Live.

—Ball

Harley-Davidson Motor Company Announces Addition of PHD Certification to Technician Certification Programs at Motorcycle Mechanics Institute

For six years the Motorcycle Mechanics Institute, with locations in both Phoenix, AZ and Orlando, FL, has been providing dealer update training for the Harley-Davidson Motor Co. In addition the Institute has a program leading to *Factory-Trained Certification* for graduates of the course.

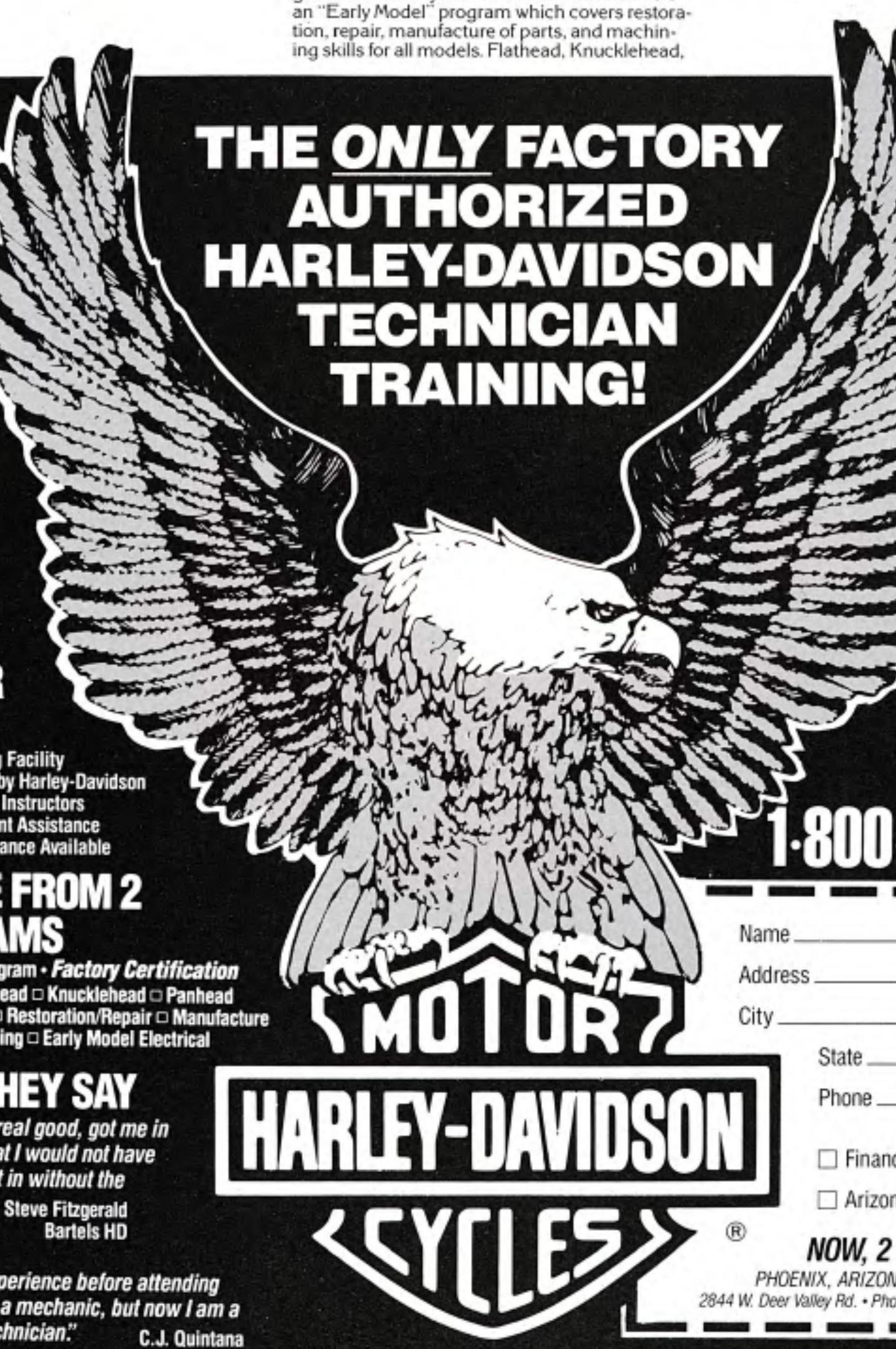
This excellent technician education, which is the only factory authorized and sponsored training program available, has now been enhanced with the addition of factory PHD certified status immediately upon completion of the required course of study and graduation.

The Harley-Davidson program is equipped by the factory with complete motorcycles, engines, transmissions, clutches, suspension and electrical components. Graduate placement is provided through Motorcycle Mechanics Institute's Graduate Placement department with the help of the Harley-Davidson Motor Co.

In addition to the Factory Certification Program the Motorcycle Mechanics Institute offers an "Early Model" program which covers restoration, repair, manufacture of parts, and machining skills for all models. Flathead, Knucklehead, Shovelhead, Panhead and Iron Sporsters are covered.

If you want a factory authorized program that can earn ***Factory-Trained and PHD Certification*** the Motorcycle Mechanics Institute is the only place to go.

For more information on the Motorcycle Mechanics Institute and the **Harley-Davidson *Factory-Trained Certification* programs CALL 1-800-528-7995.**



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WHAT THEY SAY

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"Having had experience before attending MMI, I was just a mechanic, but now I am a professional technician." — C.J. Quintana, Low Country HD

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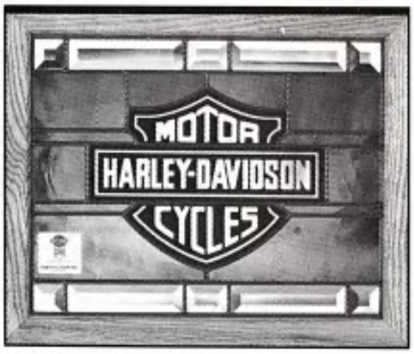
SILVER SLAVE

Actually that's the Silver Slave Bracelet from Stamper Black Hills Gold Jewelry, but I like leaving it the Silver Slave. Anyway, these jewelry fanatics create some wild things including this slave piece. It's made of sterling silver and/or durable 10k and 12k tri-color gold. For more info on this piece and the many other variations of wild jewelry Stamper creates, write to: Genuine Stamper Black Hills Gold Jewelry, Dept. ER, P.O. Box 3210, Rapid City, South Dakota 57709, or call (800) 843-8753.



CLASS STAINED GLASS

A company that goes by the label Targus Logos, Inc., has created two new Harley-Davidson stained-glass decorative windows for sale to the world. The Harley Collectible and the Harley Collectible II are hand-crafted of 100-percent stained glass, using techniques identical to those of windows in 11th-century European cathedrals. The windows are framed in solid American oak and are shipped, ready to hang anywhere. They measure 19 by 25 inches. If you want more information check out your local dealer or contact Targus Logos, Inc., Dept. ER, 206 South Brandon, Seattle, Washington 98108, or call (206) 762-4414.

ULTRA-SHIFT

For you drag racing fiends here's a product that will lower your E.T.'s. With this unit installed the only time you will clutch is at the starting line, and you never hafta let off the gas. The rest of the shifting can be done without using the clutch. The spark is killed momentarily as the trans is shifted into the next gear. They have different models to fit all bikes. Contact Cycle-Tronics, Inc., Dept ER, P.O. Box 9920, Newark, Delaware 19714-9920, or call them at (302) 738-0324.

ANOTHER INTAKE

Seems everyone makes an intake manifold for Evo's. But if your mill doesn't wanna idle or it's running like shit, chances are that it may be a compliance-fitting problem. The ozone may have cracked the stock rubber manifold, causing it to leak. Now S&S has built a conversion kit for the stock set-up which will also fit stock Evolution Sportsters. For more information write: S&S Products, Dept. ER, Rt.#2, County G., Viola, Wisconsin 54664, or give them a buzz at (608) 627-1497.

REFLECTIN' ON A HARLEY

Visibility vests are horrible. Well you know, what the guys on the highway crews are required to wear. But Conspicuity Inc. is trying to change that image and create a vest that is acceptable. These vests have retro-reflective stripes that provide incredible nighttime visibility while having some class during the day. Check 'em out at H-D dealerships or call (312) 736-9821.

SNAPPY OIL CHANGE

This syphon just might be the answer to several problems. With this doodad ya can see the level and condition of yer oil at a glance and tell if it's dirty. Just pull off the oil-tank cap, jam the other end of the hose into the top of a one-gallon plastic jug and watch the oil drain in an instant with no more hassle. This American-made, easy-to-install kit includes high-temperature teflon tubing, chrome-plated brass cap and barb fittings, neoprene hose and four tie wraps. For more information write: Baker Engineering, Dept. ER, P.O. Box 10425, San Bernardino, CA 92324. ■

TIME KILLER

Creative ex-con shows respect.

When yer down and doin' time, it's easy to veg out. To do nothin' but rot. We've all heard the rap in those motivational prison movies, like *Weeds*, "Do the time, don't let time do you," or some such similar saying.

Rickey "Smurf" Marshall was incarcerated at the Tomoka Correctional Institute in Daytona Beach, Florida. But he didn't simply stare at the four walls of his cell. Combining a love for motorcycles and a unique talent for handcrafting them in slick detail in scaled-down versions from what he had seen in his favorite motorcycle rag, Smurf found himself burnin' up the hours in his cell. He spent 1,000 hours on each re-creation.

We were turned on to Smurf's creative genius by Bernie Tatro of central Florida. His shovelhead was featured in July of 1986, and his wife, Jackie, had her own Sportster featured a year later in July of '87.

Coincidentally, Bernie does volunteer work at the Tomoka joint. On one visit, when he putted in, some of the inmates recognized him, and hipped him to the fact that there was a dude who, out of respect for his "Hollywood Run" bike, had, to put it mildly, gone all-out on a miniature model replica. Bernie checked it out and was blown out by the close representation of his ride.

Smurf had carved the basics out of pine, as he does on all of 'em, and he used Q-tips for the frame, guitar strings for spokes, cables and wiring; ballpoint pen springs for shocks and springer front ends, real leather for saddlebags, and genuine Imron for realistic paint. The dude even used a watch light as a working headlight.

Photo by Michael Lichter

At last sighting Smurf had built four of these remarkable little scoots from salvaged raw materials—one each for Bernie and Jackie, and two for his brother, John, a disabled veteran, who rides both a sidecar Harley and a trike.

Smurf channeled his energy into a positive and creative force, fitting within his locked-down lifestyle. He's been released back to freedom now and, hopefully, can make a successful gig out of his replicatin' talents on the streets.

—Scar

SAVE

OVER

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Sorry we had to shout—but it's good news. The first *Easyriders* video was such a huge success that we're going to be making four per year from now on—No. 2 is ready now, and you can save over 50% on the video *and* *Easyriders* magazine by being a charter subscriber! This is a limited offer so act NOW!!

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Bikers—the last American heroes—concrete cowboys on steeds of steel—partying from the bars of Daytona to the wide-open wild motorcycle rodeos of the new West! Join the rowdy staff of *Easyriders* magazine for the most fun you'll ever have that's still legal—almost.

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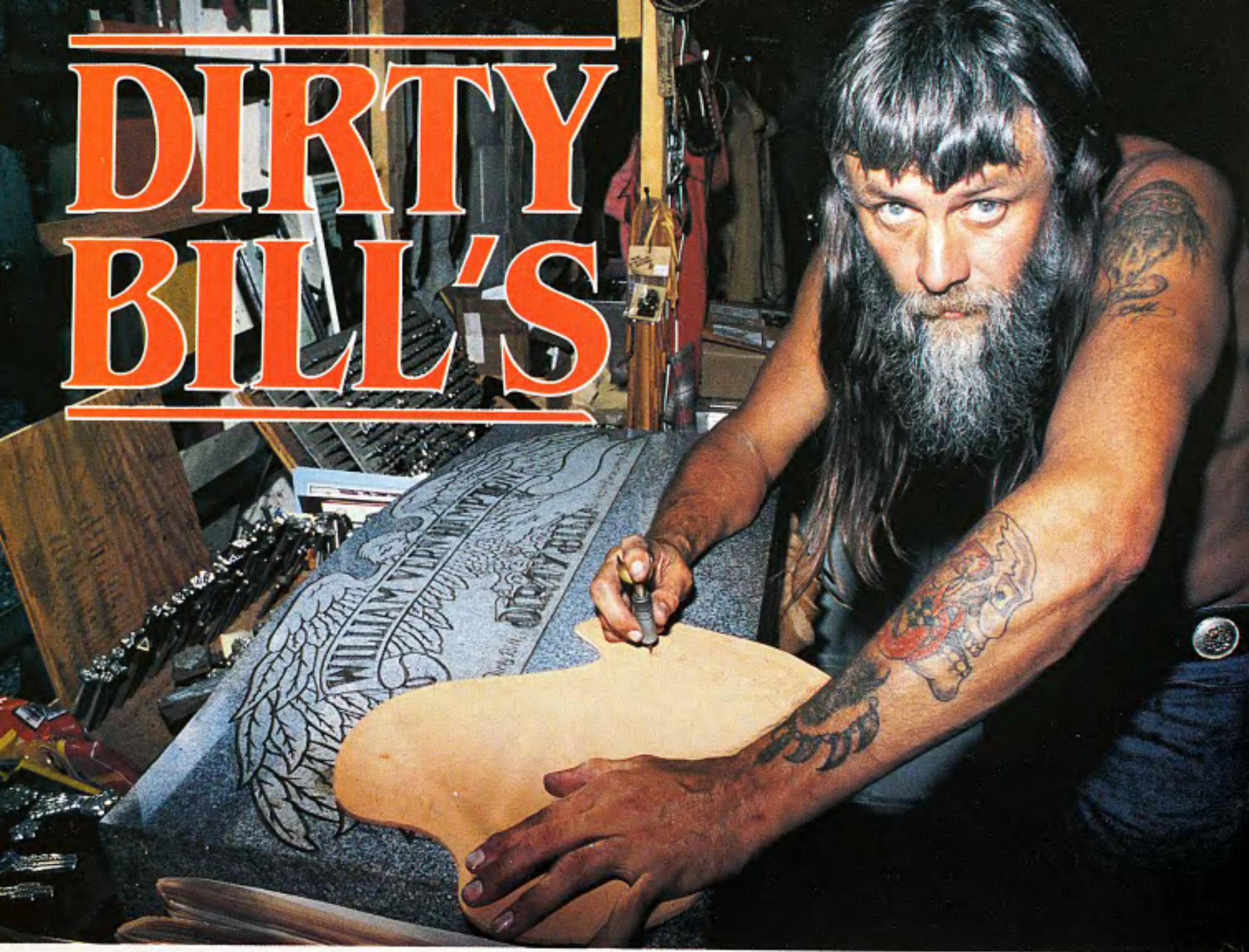
Allow 2-3 weeks for your first video to arrive and 4-6 weeks for the first magazine. If envelope is missing, mail above information to *Easyriders Video Magazine*, Box 3752, Escondido, CA 92025.

DIRTY BILL'S



roan mountain went to daytona

Paris, Rome, New York, Roan Mountain—the high-fashion capitals of the world. Roan Mountain? Where the hell is Roan Mountain? All the best-dressed bros can tell you it's in Tennessee.

Fifteen years ago, Dirty Bill made his living being a shirt and tie for a metal-bending corporation, but heading up an engineering department just didn't set too well with the man who now makes his living on his tombstone (that's where most of the righteous leathers fall prey to the S&M he likes to dish out). His original Custom Leather Crafts began with extremely detailed carvings of Harley emblems on jackets, belts and saddlebags. Dirty tooled these designs deep in the suntanned cows' asses and then artistically added colors to make his work as classy as the bikers who sported them around.

After mastering this portion of his trade, and capturing Mama Jack—the best part of his life (which at this point was in question)—Dirty moved on to bigger and better things. You know—like .44 magnums instead of .357s, and 100 cubic-inch engines instead of 74s. It was in the midst of these bigger and better days that they created something hotter than a snake crossing Death Valley at high noon on the Fourth of July.

Each item made at Dirty's is hand-stitched

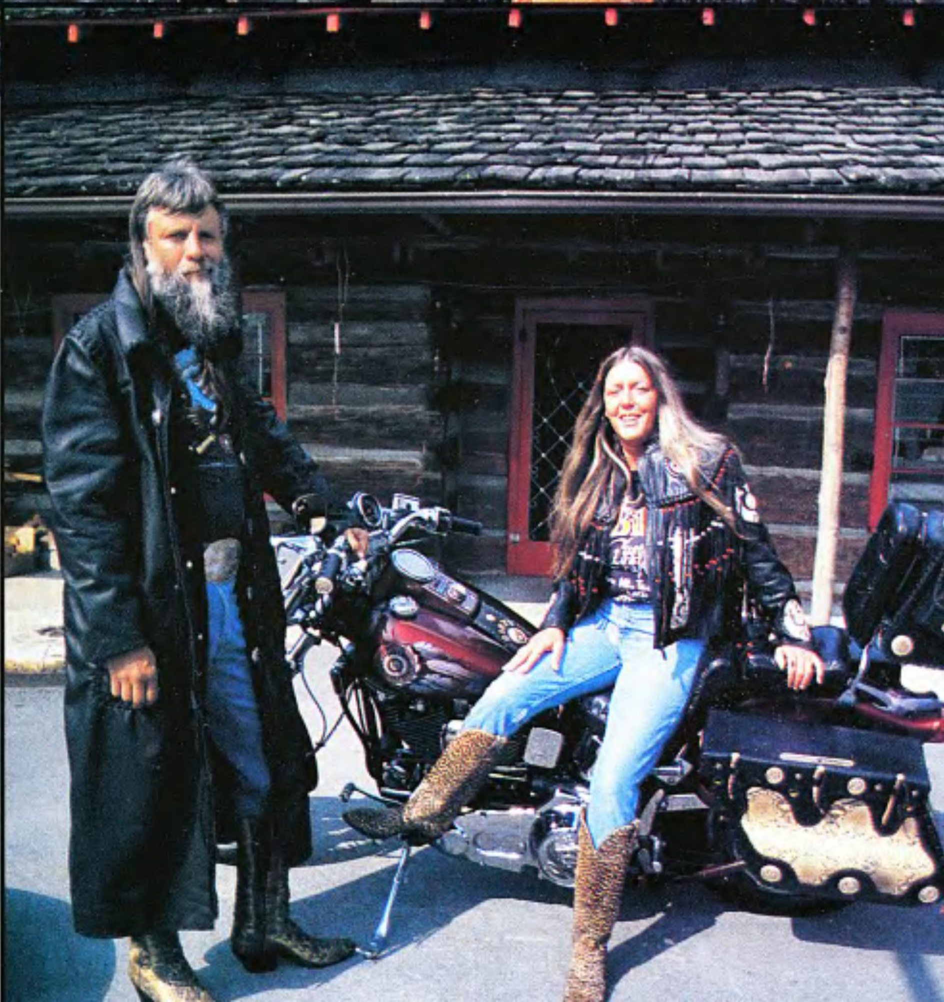
inside and out. So much stitchin' and bitchin' was goin' on by Little Woo (Dirty's son) and Melissa (his daughter-in-law) that Mama Jack left her public job to head up the creatin' done on the Roan.

Bill's Custom Leather Crafts produces the most exotic line of accessories available anywhere. You can leave Roan Mountain, Tennessee (if you can sober up enough to get out) with matching coat, hat, vest, chaps, boots, tank straps, hand grips, footpegs, saddlebags, pocketbooks, guitar case, and holsters. Not to mention that the matching can be done with leather, snakeskin, animal furs, conchos, feathers, Indian bead-work, and even dynamite airbrush artwork by Teresa Crane.

Dirty and Mama Jack have outfitted thousands of bikers from Daytona to Sturgis to the Harley Rendezvous, including such notables as Willie G. and Nancy Davidson, Gary Bang, Crazy Ace, Bill Tinney, Lou Reed, and even Jimmy Swaggart. And we all know what a custom belt did for Jimmy Swaggart.

So much stitchin' and bitchin' has been goin' on in Tennessee that there's been no time for making a catalogue, even one for the outhouse. But you can be fitted with just one look from Mama at their store on Main Street in Sturgis during Classic Week.

I guess what's so intriguing about the merchandise coming out of Roan Mountan, Tennessee, is the same thing that's intriguing about the mountain . . . it's the highest point you can reach in the southern United States. —Deep from the heart of Dixie



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Easynews

"If it's of interest to bikers, we'll print it."

Helmet Bills Defeated in Five States

Late winter brings fresh breezes into state legislatures

Late winter brought some favorable gusts in state legislatures throughout the U.S. as five mandatory helmet bills were defeated or killed in committee, according to a tabulation compiled by the Motorcycle Riders Foundation.

Going down to defeat were helmet bills in New Hampshire, Minnesota, Maryland, Oklahoma, and Indiana. In the last state, house members voted overwhelmingly—70 to 29—to defeat a helmet bill, with only one abstention. Contacting your state legislators does work! The news in Georgia and Arkansas looks good, with both houses in the former state approving the use of headsets for communications purposes among helmeted riders and the Arkansas Senate passing a bill which would allow adult graduates of a motorcycle training course to have freedom of choice on helmet usage.

On a less positive note, at press time mandatory helmet bills for all riders had been introduced into 15 state legislatures which don't currently have such laws on the books: Arizona, California, Colorado, Connecticut, Hawaii, Illinois, (Indiana), Iowa, Maryland, Maine, Montana, New Hampshire, Oklahoma, South Carolina, and Texas. The contests in California and Texas are crucial because of the large populations in those key states.

Says M.R.F. National Director Wayne T. Curtin, "Six states should be of particular concern to all motorcyclists. Colorado, Iowa, Illinois and Connecticut are the only four states with no mandatory helmet use requirements of any kind. All four have had bills introduced to require mandatory helmet use—and they are currently the states with the lowest accident, injury and death rates. The two other states are Texas and California, in which the loss of freedom of choice for adults in one or both would be a serious setback to motorcycling due to their sheer size and number of riders."

There are roughly 270 pieces of legislation directly concerning motorcycling pending in state legislatures across the country, says Curtin, led by ATV/off-road vehicles, motorcycle registration and insurance, mandatory helmet use and radar detection.

The M.R.F. can be contacted at 25 "E" Street N.W., 8th floor, Washington D.C. 20001; (202)783-0600.

Alaska H-D Outpost Stages Grand Reopening

Harley-Davidson's Farthest Northern Outpost, the Motor Company's dealer in Fairbanks, Alaska, reopened for business in mid-March after a devastating, $200,000 fire in late November.

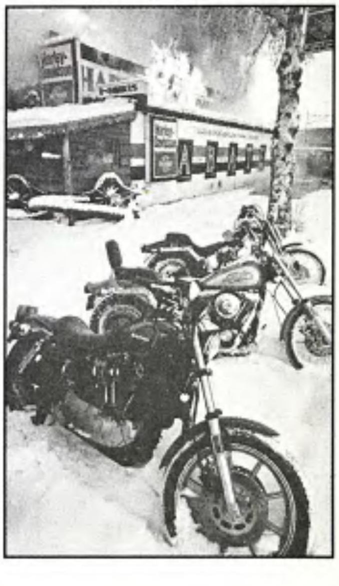
Owner "Wild Bill" Fenderson lost most of his inventory to the blaze, which took the local fire company 10 hours to extinguish in 34-degrees-below-zero weather. Fenderson's dog sounded the initial alarm.

"We've opened bigger and better than ever, after about five years in business, despite our substantial loss," said the self-made entrepreneur. "We're looking forward to the summer riding season and scores of riders putting up the Alcan Highway."

Fenderson stored what remained of his inventory in a neighboring building while repairs took place. He sells an average of under 30 new Harleys a year to a customer base of about 30,000 people in a 100-mile radius around his shop.

"We've got special patches for those 'iron butt' riders who make it up this far from Canada or the lower 48 states," he says. "And they aren't even burnt!"

Owner "Wild Bill" Fenderson



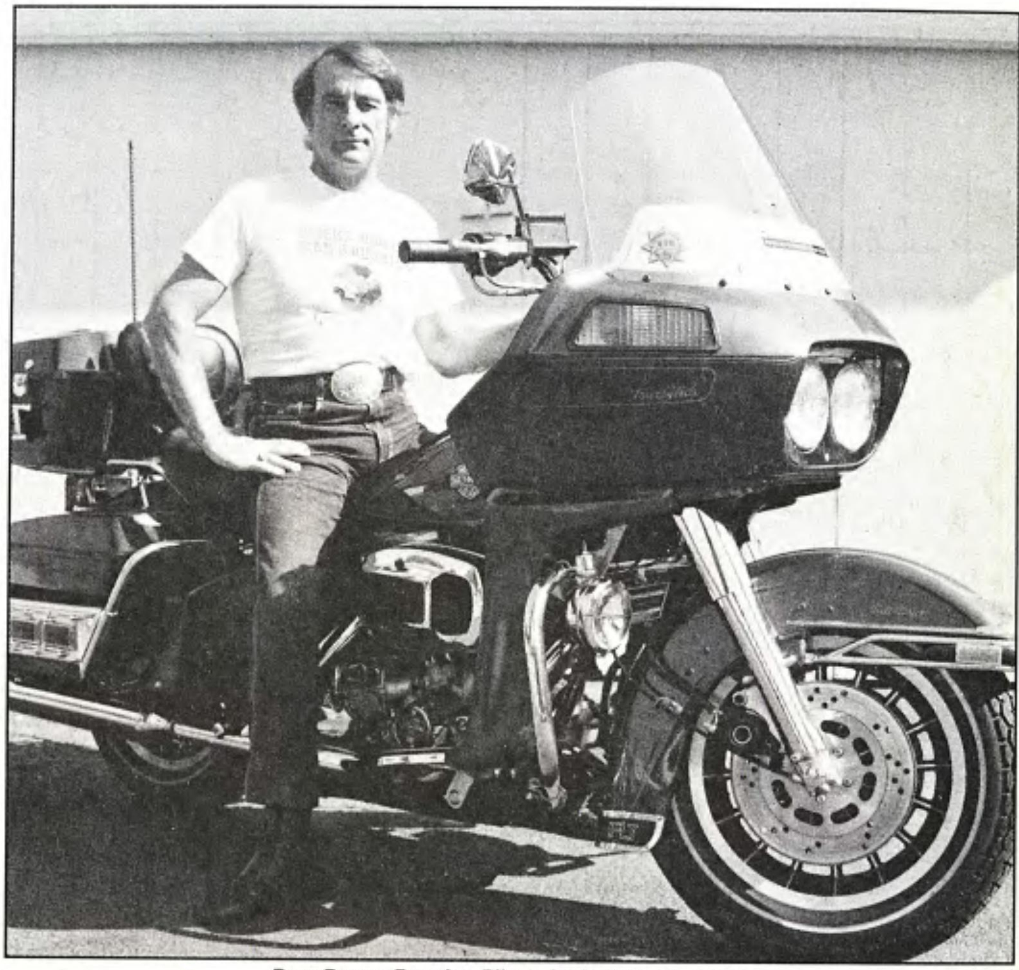
ARE BIKERS A BURDEN TO SOCIETY?

By Russ Brown, Attorney For Motorcyclists
Founder, Bikers Against Manslaughter

We've heard it all before. States are justified in passing helmet laws because bare-headed bikers involved in motorcycle accidents usually sustain severe head injuries and, because most bikers don't carry insurance, they end up in "vegetable gardens" and cost the taxpayers of this country hundreds of millions of dollars per year in unpaid medical bills. This, in a nutshell, is the "social burden" theory that helmet advocates and other anti-motorcyclist proponents would have the public and our political representatives buy into.

In a roundabout way, the U.S. Supreme Court may have laid the foundation for this school of thought in the 1972 *Simon v. Sargent* decision upholding Massachusetts' authority to enforce a helmet law. The high court was not persuaded by the bikers' argument that we have an unqualified right to pursue our favorite sport and pastime in any manner as we see fit, helmeted or otherwise, because the only people exposed to potential harm are ourselves.

Admittedly, there are social costs involved in motorcycling—just as there is a certain cost to society for virtually every human activity—but do these costs truly place a harmful *burden* on the public, or do they simply reflect an acceptable price for citizens in a free society to pursue an activity without government interference? At what point does a *social cost* become a *public burden* and when can "Big Brother" step in and take control?



Russ Brown, Founder, Bikers Against Manslaughter

As an attorney, I know that a judge will typically throw a case out of court if I can show that there are no grounds or justification for the lawsuit, that the witnesses are impeachable or not credible, or if I can prove that there is a sufficient lack of evidence.

Lets's put the social burden theory on trial!

First of all, motorcycles nationwide constituted only 2.8 percent of the overall motor vehicle population in 1987 (including dirt bikes and ATV's), and new motorcycle registrations have recently taken a sharp downward trend. Considering that only 3.05 percent of the nation's 4,654,709 registered motorcycles were even involved in accidents last year, and that at least half of those riders were wearing helmets anyway either by choice or by law, we can see that the figure would be so infinitesimally small that it would be insignificant in light of overall medical costs.

So, just how much money are we talking about in dollars and cents? According to the National Highway Traffic Safety Administration (NHTSA), Americans spent $6 billion on all motor vehicle accident-related medical expenses in 1986, or roughly 1 percent of total U.S. health care costs of $600 billion. Although no one has a record of how many motorcyclists are injured annually, we do know that in 1986 there were approximately 3,896,000 persons injured in motor vehicle accidents and that there were 163,382 motorcycle accidents. Assuming that someone was actually injured in each of these accidents (which is a highly questionable assumption), then motorcyclists accounted for roughly 4.2 percent of the total number of injured.

Following through on this logic, if we hold bikers accountable for the full 4.2 percent share of all vehicular medical costs, then we are looking at a total national billing of less than $252 million. This figure—which obviously does not represent a true burden since it reflects a cost of only 1/23rd of 1 percent of all health-care costs in the U.S.—does not even take into consideration helmet use/non-use, who was at fault in the accident, or the fact that the bulk of these costs will be paid for by insurance and other sources that will not directly impact the taxpayer.

Aside from the admittedly crude calculations above, there has never been a scientific study to determine how many unhelmeted bikers sustain head injuries, the severity of such injuries, ensuing medical costs, or how much of those costs are borne by society—In short, no one knows if there *is* a burden to society, let alone the total price tag our freedom bears.

The infamous Harborview Medical Study, an oft-quoted sham that its authors claim is a major pro-helmet law position paper, is so ridiculously flawed that the Washington state legislature will not even allow the Seattle-based research into testimony. Its findings are meaningless.

So far we've shown that motorcycle accidents comprise an insignificant portion of overall costs to the public; that no evidence exists to support the contention that unhelmeted motorcyclists create a taxpayer burden or, for that matter, can assign ANY identifiable societal cost to bikers in general or bare-headed bikers in particular; we've referred to the supposed "research" which comprises the bulk of their testimony, and can easily impeach their prime spokesperson, California Assemblyman Dick Floyd, who invents his own numbers to suit his audience; and finally, recognizing a lack of evidence, we can call upon my own expert testimony as a motorcycle injury attorney to show that head injuries are not a prime consideration in motorcycle accidents and, in the rare instances when serious or fatal head injuries do occur, the helmet would not likely make any difference.

Now it's time to examine the merits of the social burden theory itself.

If we are to accept the theory that

the government should restrict any segment of society in order to protect the majority from undue public expenditures, then we must expect legislation banning everything from tobacco, liquor, firearms, and vans and pickups (which have a higher rate of head injuries than automobiles) to taking showers (also a leading cause of head injuries).

Also, helmets would have to be required for automobile drivers because auto accidents result in *10 times* the number of head injuries per year than motorcycles and, according to a Mayo Clinic report funded by the National Highway Traffic Safety Administration, "Automobile accidents contribute to roughly 37 percent of all head injuries in this country each year and they are responsible for over 50 percent of all the fatalities due to head injury."

Just because a majority of the population drives cars does not exempt them from restrictive legislation aimed at making this a safer, less costly America.

In response to Assemblyman Floyd's battlecry of "Let Those Who Pay Have A Say," I say "Fine!" Motorcyclists nationwide are paying, conservatively, $10 billion a year in taxes. Take the estimated $252 million that motorcycle accidents cost out of our share of the taxes and leave us alone. By the same token, I don't want any of *MY* tax money to be spent on activities or programs that *I* don't participate in. Sounds reasonable, doesn't it? Or does it sound just as ridiculous as the social burden theory itself?!

I'd like to point out a serious flaw in the social burden theory as it pertains to motorcycle helmet laws. The entire theory is premised upon the false assumption that helmet laws work and that mandating helmet use will alleviate any presumed burden to taxpayers. We have proven time and time again, year after year, that *helmet laws won't reduce the frequency of fatalities or the incidence of accidents.*

Dr. A. Ranald Mackenzie, M.D., founder and past president of the Motorcycling Doctors Association, has been monitoring the accident and fatality rates of the individual states for the 11-year period ending Dec. 31, 1987, and found, "The mandated universal use of helmets is accompanied by a 14.25 percent greater incidence of accidents and a 1.58 percent greater incidence of fatalities relative to registrations as compared with the data from those states which do not have a mandatory helmet law for all highway motorcycle users."

Another telltale figure which is of vital importance is the number of fatalities per 100 motorcycle accidents. If helmets are an effective safety device, then we would assume that fewer helmeted motorcyclists would die in relationship to the number of accidents they are involved in. A 1988 report from the American Motorcyclist Association reveals that just the opposite is true.

Using the most recent statistics available, figures from the report show that while the national average was 2.95 rider deaths per 100 motorcycle accidents, states without helmet laws had a significantly lower average of 2.55 fatalities. Meanwhile, states with mandatory helmet laws had a substantially higher rate of 3.05 bikers killed for every 100 accidents!

Finally, while accidents and injuries are logically viewed as a drain on society's resources, social cost theorists who invariably rest their case on economic issues fail to recognize that accidents contribute substantially to the economy. Every injury accident results in the employ of a team of medical personnel, a legal staff, a crew of insurance employees, etc., not to mention the list of persons involved in supplying parts and labor to repair the vehicles. In a fatal accident situation, the list of workers is just as long, plus we have a new scenario involving a countless number of lives saved through organ and tissue donation. Further, the social burden argument erroneously counts "lost productivity" (loss of an individual's contribution to society through job earnings) as a cost, while neglecting the fact that another individual will be hired to fill that position and be removed from the unemployment ranks and public support. You may view these as morbid considerations, but they are relevant in a strict economic evaluation of "social burden." Yet these issues are seldom, if ever, addressed.

So, let's review. We discovered that there are no grounds or justification for a helmet law because: a) There is a relatively low rate of frequency for motorcycle accidents, and few of them result in serious head injury; b) No "burden" can be proved because there is no direct reference to how much money unhelmeted bikers cost society; c) Motorcycle accidents do not result in significantly higher medical treatment costs than most other activities that may lead to traumatic injuries; and d) Motorcyclists pay their hospital bills at about the same rate as other patients.

We've also found that their research is desperately flawed and does not contain the data required to reach the conclusions that are the basis for the social burden theory. Much of the "evidence" is contrived, which leads to a lack of credibility.

Lastly, upon close examination the theory itself is unacceptable in a free society where the Constitution protects the rights of the minority against majority rule. And, even if we accept the basic tenets of "social burden," a helmet law will not provide a solution to the problem.

No grounds, no justification, no evidence of direct causation and no solution.

Case dismissed.

Bill Bish, national director of Bikers Against Manslaughter (B.A.M.) contributed to the research and compilation of this article, as did Wayne Curtin, national director of the Motorcycle Riders Foundation

Taxachusetts Socks It to Bikers

But the riders score a partial victory

"Taxachusetts" bikers and dealers are talking political unity and voluntary safety training in the wake of stiff administrative increases in motorcycyle-related fees this year, none of which money flows into the state's motorcycle safety fund.

License renewal fees, motorcycle endorsement fees, vehicle title fees, and registration fees were all upped substantially by the state's administrative and finance executive office (and not by the legislature). So glaring were the increases that the American Motorcyclist Association and the Massachusetts Chapter of the Modified Motorcycle Association, working together, succeeded in having the increase in mailed-in cycle registration fees cut in half.

The AMA and the MMA are embroiled in trying to convince key legislators that the fee increases are extreme enough to constitute a tax, which technically would have to be approved by the legislature. Meanwhile, scooter advocates have the machinery in place to launch a statewide voluntary riding safety program, partially to try to stave off further increases. They are now seeking insurance for such a program.

"There are no two ways about it; Governor Dukakis' administration is raping the motorcyclists in this state," says Harry Sanders, owner of Boston-based People's Motorcycle and Salvage, and an ardent biker activist and safety training instructor. "But we're not the only ones suffering—the entire state's fiscal situation is a mess."

—from the Massachusetts Chapter of the M.M.A.
39 Cross St.
Somerville, Mass. 02145
(617)668-4337

Bikers' Rights Organizations Nationwide

The following groups and individuals are bustin' ass to keep our faces in the wind, an' they need your support to keep the legislative wolves at bay. Write the organization in your state, and they will direct you to the chapter nearest you. Changes, additions, and deletions should be sent to Bikers' Rights, Box 3000, Agoura Hills, CA 91301. Since space is at a premium, we are unable to list every chapter, phone number, and contact. For a complete listing, inquire at the above address.

ALABAMA
Alabama Riders Association/ABATE
Box 360095
Birmingham 35216

ALASKA
ABATE of Alaska
Anchorage Chapter
Box 92213
Anchorage 99517-2213
(907) 248-7828
ABATE of Alaska
Tanana Valley Chapter
Box 74773
Fairbanks 99707
ABATE of Alaska
Kenai Peninsula Chapter
Box 1969
Soldotna 99669
ABATE of Alaska
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Box 872505
Wasilla 99687

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Prescott 86303
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East Valley District
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Tempe 85282
(602) 968-8985
Modified Motorcycle Association
4625 E. Broadway, Suite 215
Tucson 85711
(602) 322-5511

ARKANSAS
ABATE of Central Arkansas, Inc.
Rt. 2, Box 1388
Dardanelle 72834
ABATE of Arkansas, Inc.
8120 Doyle Springs Rd.
Little Rock 72209

CALIFORNIA
Modified Motorcycle Association
2206 16th St.
Sacramento 95818
Brothers of the Third Wheel
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Alhambra 91801
Vietnam Vet Aid Foundation
Box 998-237
El Segundo 90245
(213) 338-0377
ABATE of California
Local #1
11021 Hesby St., Apt. 3
North Hollywood 91601
eves (818) 769-9684
Southern California Motorcycling Association
Box 487
Norwalk 90651-0487

CANADA
Central Ontario Cycle Association
RR 1
Churchill, Ontario L0L 1K0
(705) 456-6622
Bikers Rights Organization
Box 1012
Coleville, Saskatchewan
ABATE of Ontario
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Downsview, Ontario M3H 2S5
ABATE of Northwest Ontario
Box 1311, Stn. F
Thunder Bay, Ontario P7C 5W2

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Colorado West Concerned Cyclists
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Clifton 81520

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(404) 294-8982

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Kapaa, Kauai 96746
Street Bikers United
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Honolulu 96807

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Blackfoot 83221-0331
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Boise 83701

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148 Blackjack
Collinsville 62234
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Columbia 71418
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Leesville 71446
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MAINE
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Auburn 04210
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Meridian 39302

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Princeton 64673
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Billings 59107-0395
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Missoula 59801
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Gallatin Park Chapter
c/o Patricia Wherley, Box 203
Three Forks 59752

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Shawnee 74802
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Lyndora 16054
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Warwick 02887
Rhode Island Motorcycle Association
Box 10446
Cranston 02910

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Charleston 29412

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Box 88213
Sioux Falls 57105
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Black Hills Chapter
Box 241
Whitewood 57793

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Mt. Juliet 37112
CMT/ABATE
Box 140585
Nashville 37214

TEXAS
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Brazoria 77422
(409) 798-0654
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Waco 76706
(817) 754-0830
Motorcyclists for Political Awareness
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Montpelier 05602

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Olympia Chapter
Box 7129
Olympia 98507
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Box 69048
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2187 4th Ave.
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Milwaukee 53225
ABATE of Wisconsin
Box 25389
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Cheyenne 82001
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Big Horn Basin Chapter
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Cody 82414
ABATE of Wyoming
Central Wyoming Chapter
612 N. 7th St.
Douglas 82644

The mighty and the meek

In Vermont a coroner is pushing for a helmet law for skiers although these injuries only occur once every 1.6 million skier-days in Vermont. In New Jersey a helmet law for skiers has passed out of committee and through one house. Cage drivers are next.

The Minnesota Motorcycle Riders Association has raised so much coffer loot for the Cambridge Medical Center that the facility was recently able to purchase a bus, which will allow physically-handicapped individuals the opportunity to get around the community. It's great to be able to see your donations at work helping people.

There's this new cologne for men from Prince Matchabelli called "Hero" and they're using some rider on a Harley to advertise their new smelly-water in full color in a ritzy rag. It's about time some one recognized us for what we are—heroes.

The National Capital Chapter of the Public Relations Society of America (PRSA) recently gave their Best of Show award to the Insurance Institute for Highway Safety for their public attack on sport bikes. Funny thing about it is that the IIHS specifically denies being the public relations arm of the insurance industry. But John Cook, the senior vice-president, accepted the award.

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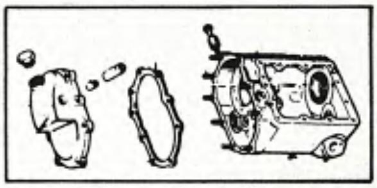
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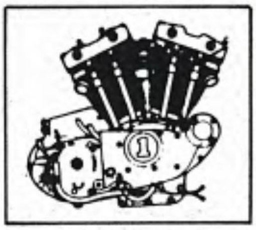
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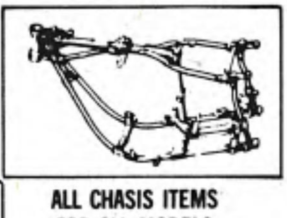
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Photo by Silvermoon

Jim Davis
Brentwood, California

Death-defying, always cool, constantly ready to party, and multi-talented, Jim Davis, the man who fabricated all of custom-bike-builder Arlen Ness's frames for over 20 years, died recently when his scooter hit a truck that lurched into his path not far from his 15-acre ranch near Castro Valley in Northern California. Jim was a creative metal-worker who lived on fast cars, fast motorcycles and a taste for danger.

As motorcycle parts magnate Gary Bang put it,"If ya asked Jim to go sky diving with ya or climb a mountain, he wouldn't hesitate. He'd be there."

He was one of a kind, an original West Coast Hamster, a straight businessman who, as Arlen Ness described him, "might forget to charge you but never gave you a sloppy job."

He could always build a frame better than the next guy. When ultra-lights became popular, Jim ordered one. When he put it together, the frame was such a piece of garbage that he built his own. Then he started building them for other crazies who had a mind to hop from rooftop to treetop.

Gary described Jim as a Buffalo Bill or Davy Crockett character from our era. A hero, daredevil type and a drag-racing legend who would always make time for friends.

Jim wasn't a stranger to the pitfalls of going fast. He had gone down on the Sturgis drag strip at over a 100 mph and walked away from the accident.Two years ago he did it again, the bike doing endos down the hard asphalt.

As far as Arlin Fatland from the Denver dealership, 2-Wheelers, is concerned,"Sturgis will never be the same without Jim being a part of the Hamsters run to downtown from Spearfish." (We've featured a couple of Davis creations, and his most recent ride was honored in the June 1989 issue of *Biker*.) Jim will be missed throughout our industry, for his frames and innovations. He built frames for Arlen Ness for 20 years but didn't climb out of dragsters and onto bikes until seven years ago. So his outlook in the building arena was fresh. He wanted to do things that many of the long-time builders had ruled out, like putting a supercharger on a Big Twin. He went home, fabricated the brackets and hooked it up in the shop he built, behind the house he built on his ranch.

Recently he dug out his dragsters and started to compete in the nostalgia drags and quickly had his speeds at over 225 miles an hour in the quarter. He was kickin' ass so much the boys in the office asked him if he could tone it down.

Jim was a ride-hard, die-fast brother who did everything with style. I'm sure the Hamsters will dedicate this year's Sturgis putt to Jim, his wife Carol, and his two sons, Brent and Kim. —Ball

Photo from Jeff McGeary

Pappy Hoel
Sturgis, South Dakota

He could spin a yarn about ol' time bikin' faster than he could slip a bearing into an old Indian transmission.

J.C. "Pappy" Hoel was many things: pioneerin' motorcycle dealer, father of the Black Hills Classic, expert mechanic, amateur racer with bunches of trophies, promoter, publicist, author, story-teller, and much-decorated public-spirited citizen.
The 84-year-old grandaddy biker passed away recently.

When he wasn't haulin' ice during the Great Depression (prior to the days of refrigeration), he was haulin' ass on one of his Indians. Then he and a dozen other ol' timers in the Jack Pine Gypsies MC got together in 1938, approached the local Chamber of Commerce and small businesses, and launched the Black Hills Classic.

The beginnin's were modest: the racers from South Dakota and six adjacent states camped out in Pappy's backyard and his wife whipped up home cooked meals for the entire crew.

Pappy garnered almost as many civic and biking awards as he had run pins: from the AMA, from the local Chamber and travel agents' groups, even from a former governor of the state.

As the rambunctious Indian and later Yamaha dealer in town, he was the most colorful and articulate character South Dakota had to promote the bike fest, and the love of life.

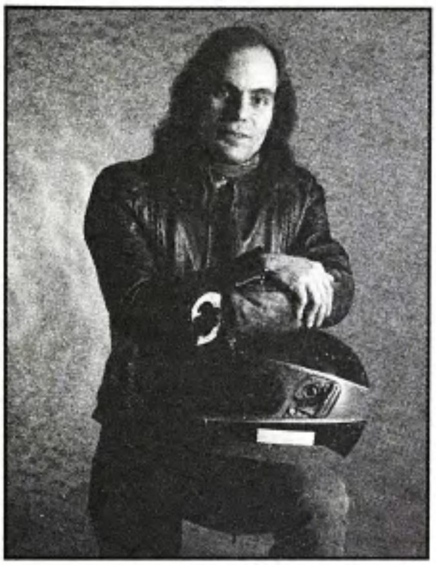


Photo by Sheila S. McLeod

Bob Nevola
Queens, New York

Planning the first-ever national rally of the National Handicap Motorcyclist Association is the latest challenge for hard-chargin', Queens, N.Y.-based Bob Nevola, overseer of the NHMA and editor/publisher of its quarterly newsletter.

"We hope to hold it in the fall of '89 somewhere in the Ohio Valley, in Ohio or Western Pennsylvania," says this self-taught publisher and spokesman for handicapped riders everywhere. "But if we can't do it in '89, we're definitely headed for Sturgis in 1990."

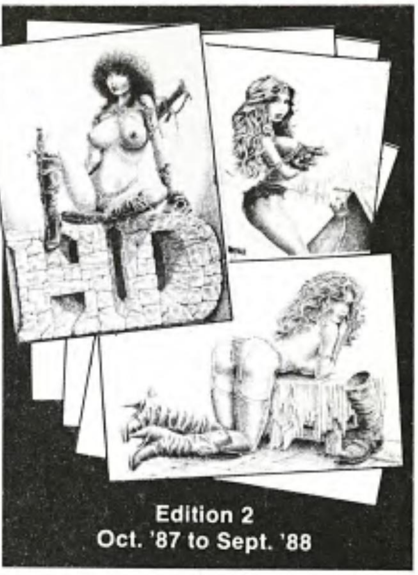
The rally would unite people whom Nevola describes as "gimp bikers" from a wide multi-state region, to share camaraderie and tips on building modified scoots for handicapped riders.

The organization now claims over 200 dues-paying members throughout North America, and about 500 recipients of its newsletter, "The Gimp Exchange," which Nevola lays out once every three months on his kitchen table.

He types it and lays it out with his right hand—because Nevola was born without a left hand or wrist. But this self-supporting bartender at the Hard Rock Cafe in Manhattan has never let that slow him down.

"More than a few people—mostly non-riders—thought I was crazy to ride a motorcycle," he reflects.

Interested parties can contact the NHMA at 32-04 83rd St., Jackson Heights, N.Y. 11370; (718)565-1243. ■



Both collector's editions of them "Scooter Gypsies" you've been seein' in Easyriders each month are now available. We've rounded up all 24 of those cuties into two separate collections of 12 art prints each. Every 11" x 14" print is suitable for framing. Each collection is $20, plus $4 postage and handling. Please be certain to specify either "Scooter Gypsies 1 or 2."

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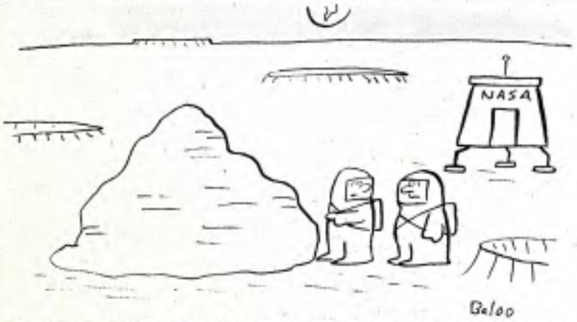
Passin' Gas

Face it — everybody can use a good laugh now and then. That ain't to say yer gonna find one on these pages, but whatdafuck, we hadda fill the space somehow, and yer at least bound to run into a gut-grabbin' groaner or two — and they're almost as good. Think ya can do better? Prove it. Whip out yer best stuff (not yer meat!) and slip it to us. We'll pay $25 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to Jokes, c/o *Easyriders*, Box 3000, Agoura Hills, CA 91301.



"Let's get the hell out of here, Scott—this thing is a *booger!*

The young virgin had finally consented to let her boyfriend pop her cherry the next time they went out, but she was scared shitless about how much it'd hurt. In desperation, she asked her older sister for some carnal advice.

Her sis, being hip, suggested that she go down to the local butcher shop, buy a half-pound of liver, and stuff it up between her legs. The liver, she said, would cut down on the pain and still keep her boyfriend happy.

She did as her sibling had recommended, and on their next date, after several hours of heavy humping and pumping, she and her exhausted but satisfied beau drifted off to sleep.

When she awoke the next morning, however, her boyfriend was nowhere to be seen, and she was dismayed to find a note pinned to her pillow. It read:

I really like you a lot, but after seeing the mess on the sheets this morning, I got sick and had to leave. PS: Your cunt's in the bathroom sink.

—Morris
Inside

Panties may not be the best thing in the world, but they're next to it.

—A. Davis
MTCM

While relieving himself one day in a public restroom, Bill couldn't help but notice the humongous shlong on the biker who was standing at the next urinal.

Curious, he asked the scooter tramp, "How come all you bikers have such incredibly large dicks?"

"Exercise," the bro responded, zipping up his meat. "When we're fuckin' the bitches, we just slam that bastard in hard and pull it out quick—that stretches it out and makes it bigger, man."

The biker's explanation made perfect sense to Bill, so that same night, he crawled between the sheets with his ol' lady and gave the method an energetic try—slammin' it in hard and pullin' it out quick.

Afterwards, Bill patted his wife lovingly on the ass and asked, "Honey, tell me—did you notice anything different tonight?"

"Um-hmm," she mumbled dreamily, "you were fuckin' just like a biker."

—Jerry
Tenn. Colony, Tex.

There's a new nickname going around for all those Jap-crap V-twins cluttering up our American roads today: Rice-a-Phony.

—Hollywood
Manitowoc, Wis.

"This is going to go on your parole file, Morton!"

Here's another surefire indication that yer ol' lady's gettin' way too fat to fuck anymore: when she starts carryin' her diaphragm around in a Domino's pizza box.

—Dennis McKeehen
Florence, Mont.

A bro was taken to the hospital, suffering from four cracked ribs and a broken leg.

"How on earth did you break all those bones?" asked the young nurse as they were wheeling him into Emergency.

The busted-up biker groaned, "My next-door neighbor told me he was disgusted with my dog coming over to his yard alla time, and that I should teach him to piss in the gutter. That's what I was tryin' to do when I fell off the fuckin' roof."

—Burns
On the Mountain

President Bush has recently been pushin' a new social program that would provide free condoms to hookers in all major metropolitan areas. He wants to name the plan "Aid for the Cuntras."

—J.D.
Doin' Time

Why does Frankenstein have such a hard time gettin' laid?

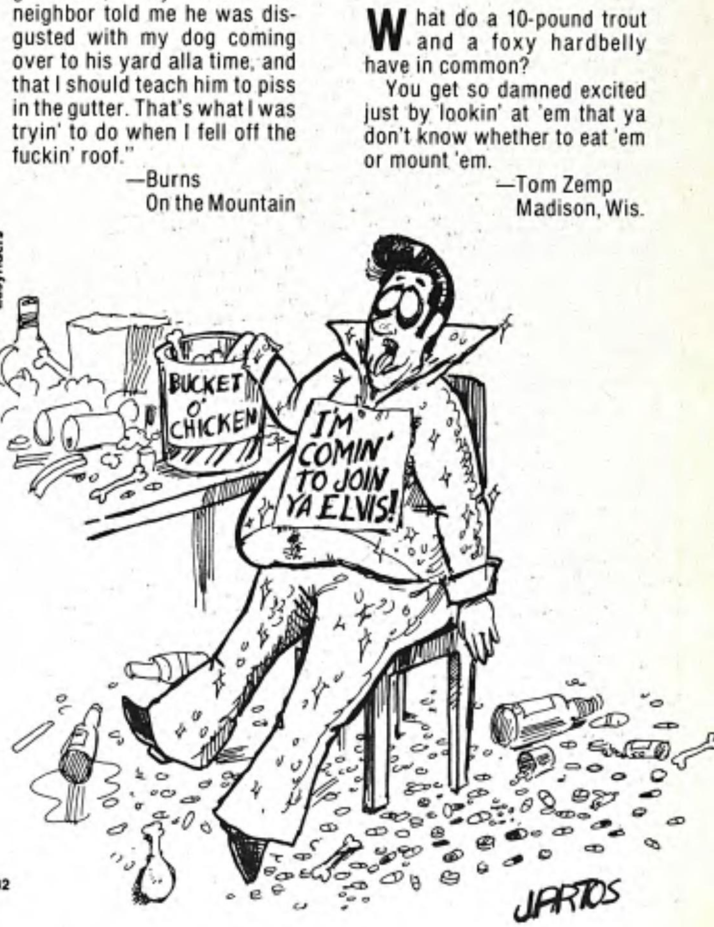
'Cause his nuts are in his neck.

—Wolf
Oshkosh, Wis.

What do a 10-pound trout and a foxy hardbelly have in common?

You get so damned excited just by lookin' at 'em that ya don't know whether to eat 'em or mount 'em.

—Tom Zemp
Madison, Wis.



One afternoon, Fat Frank walked into a neighborhood tavern and loudly announced, "Everybody see that cat sleepin' over there in the corner?"

Every head in the joint turned to look at the cat—a big, black tomcat with an enormous tail curled around him.

"I'll bet any man in the house that my dick is longer than that cat's tail," Fat Frank challenged.

Natch, everybody just hadda see *that*. Hundred-dollar bills came popping out of pockets all over the place, the bets were logged in, and finally Fat Frank motioned to the bartender and said, "Okay, go ahead and measure us."

So the bartender whipped out a tape measure, picked up the tomcat, measured its tail, marked the tape, and declared, "Fourteen inches exactly."

Unshaken, Fat Frank nodded confidently. "Okay, barkeep, now measure my dick," he said, slapping his long dong on the bar.

The whole bar was as quiet as a tomb while the bartender took the second measurement. "Ten-and-a-half inches," came the verdict. "Sorry, man, but you lose."

Fat Frank just stared at him coldly. "Hold on just a fuckin' second," he said. "Exactly how did you measure that cat's tail?"

"Why, I put one end of the tape against his asshole and the other end . . ." began the barkeep.

"Well, then," Fat Frank interrupted, "Wouldya mind showin' me the same consideration?"

—Hammerhead
Tenn. Colony, Tex.

The distraught chick complained to her physician, "I've been having trouble lately. Every time I get even the tiniest cut, it takes forever to stop bleeding."

"That's interesting," noted the doctor. "How much do you lose when you have your period?"

"Shit, about $2,000 for the week," she answered.

—Wiseass
Here and There

Definition of *yeast infection*: clam chowder.

—Short Round
Goodyear, Ariz.

Jell-O: Kool-Aid with a hard-on.

—Samson
Milwaukee, Wis.

Easyriders

"What's this?"

Did ya hear about the young bro who got the holy shit beaten outta him while fightin' for his chick's honor?

Seems she wanted to keep it.

—Mad-Dick
Tillery, N.C.

After knocking down several glasses of champagne, Rex was the happiest man at his best friend's wedding reception. Staggering up behind a beautiful chick, he put his arm around her and whispered, "Let's dance, honey."

The offended lass spun quickly around and glared angrily at him. Rex, not wanting to create a scene, quickly apologized, "Aw fuck, I'm sorry, hon—I thought you were my ol' lady."

"I feel sorry for her," the bitch snapped. "You're a poor excuse for a husband."

"Shit, lady," Rex said, "you even talk like her."

—John Burnell
Grinnell, Iowa

"How'd you get into *this* business?" John asked the funeral director.

"It was handed down to me by my father," replied the mortician.

"Fuck, you coulda turned it down, you know."

"What, and lose my first customer?" was the response.

—BeeJay
Out to Lunch

There was a bro named McSweeny
Who spilled some gin on his wienie.
It looked very uncouth
So he added vermouth
And slipped his ol' lady a martini.

—Shades
Cheeseland, USA

While recuperating from a severe heart attack, Jake was advised by his doctor to take up a relaxing hobby.

"Like what?" Jake asked.

"Well," said the doc, "I collect bees, for example."

"Bees, huh? Where do ya keep 'em?"

"In my bedroom closet."

"Jeez, don't they sting the hell outta ya whenever ya open the door?" asked Jake.

"Naw," replied the doctor. "See, I keep all of 'em in a big jar with a really tight lid on it."

"But, doc, how can they live without any air?"

"Hey, fuck 'em," said the physician. "It's only a hobby."

—Chubby
Millbury, Ohio

Back in the Garden of Eden, Eve wore a fig leaf. What did Adam wear?

A hole in it.

—T. Truitt
Broken Bow, Okla.

When Richie brought young Suzie back home after their first date, she was on Cloud Nine and couldn't wait for her mother to meet him.

"My Suzie has told me a lot about you, Richie," her mom said after they had been introduced. "And she tells me you're responsible for her having such a good time tonight."

With a smile, Richie said, "Well, I certainly had a hand in it, ma'am."

—Gayle
America

Junior threw a fit when his mom told him he hadda take his little sister with him when he went fishing that afternoon.

"But Ma," the rugrat objected loudly, "the last time she tagged along, I didn't catch a single fish!"

"I'll talk to her," his mother promised, "and I'll see to it that she doesn't make any noise in the boat this time."

"It warn't the noise, Ma," Junior wailed. "She done ate up all my bait!"

—Cornhusker

Easyriders

"Try not to get upset—the Vienna sausage is only temporary."

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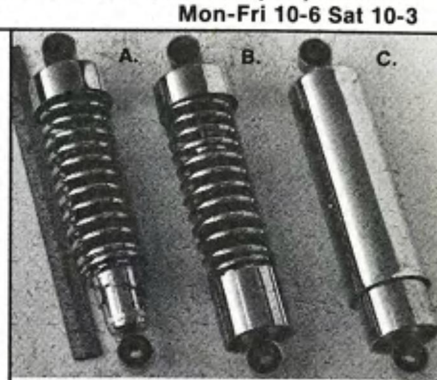

Late Sport & 5-speed shocks shown above.

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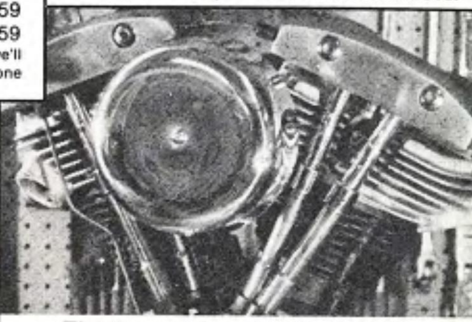

The Super Flow Air Cleaner 7" assembly shown above.

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Part #0088 Super Flow backing plate to be used with stock H-D Round 8" Evolution chrome cover. $39.

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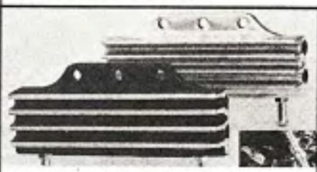
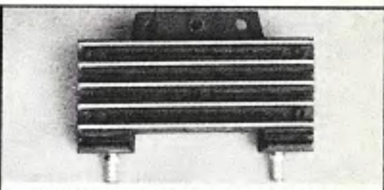
For five-speed frames—the FXR, FXRS, and other five-speed models. Bolts on like stock. Taillight brackets welded in place and seat holes drilled. Part #7070 $115, shipping $8.

THE SPORTBOB
With welded-in taillight bracket. Bolts on like stock. 1979-1981 Part #5050, 1982-Later Part #6060 $89, shipping $8.



Aluminum Oil Cooler—Performs as well as the Lockhart—but for much less money. Available polished or with highlighted fins. Fits all H-Ds. Part #8888 Polished $79. Part #8080 Highlighted Fins $59



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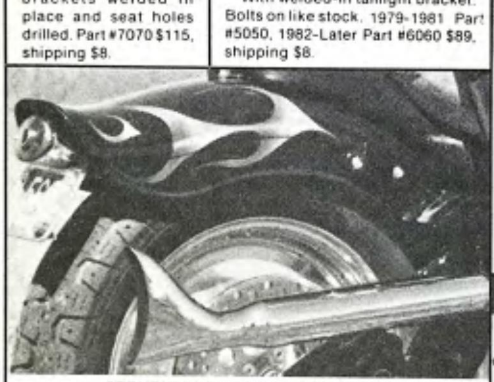
New All-New Biker Video

We outdid ourselves this time. Actually two videos on one tape. What happens when two hot-looking young women get put through a weight-lifting routine at Crazy J's Biker gym? They love it, of course. Lots of fun. Next, on the way to the local bike shop to return some parts. And after some beers, Crazy J and Tattoo Criss pick up two fine-looking women at the gas station—they'll meet them again later. On the road again, they pick up an unsuspecting hot-looking hitchhiker—you should never hitchhike—trade her for bike parts, get shot at, steal her back, then meet up with other girls and finish a weekend they'll never forget! Super funny and hot! Video #2002 $19.95, plus $3.00 for shipping. No. C.O.D. orders except with other parts. Send check, money order, or use credit card. This video is sexually explicit. You must be over 18 years old to order. Allow 3 to 10 days for delivery, depending on your location. VHS or Beta, 110 minutes.



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Minnesota Creation

The Master still toils in his garage

Over the last ten years, motorcycling has gone through some major changes. Fortunately for us,we've been riding in the best seat on the roller-coaster.

About 12 years ago, motorcycle sales started to drop for all manufacturers. Even our brothers in the big Milwaukee factory had to take a long, serious look at which way they were headed. And for the first time the factory took into consideration this rag which had been around about six years at that point. They finally recognized that this lifestyle which they had been trying to ignore for a decade was carrying their butts from one paycheck to the next. And if they didn't start to build scooters that scooter people wanted to ride, they might as well concentrate their conservative minds on the marketing of Harley-Davidson golf carts.

As far as the died-in-the-60-weight bros were concerned, if AMF had run the farm into the ground, the bros would still be riding Harleys through their own backyard building abilities coupled with those of guys like Gary Bang, Arlen Ness and the guy who built this putt, Donnie Smith.

Donnie created frames, and springer and girder front-ends that allowed us ol' panhead riders to find a high-tech chassis, if we crunched ours or decided a change of style was in order.

Donnie and his brother and a guy named Fetro had a shop called Smith Brothers and Fetro for almost 12 years, helping riders like you and me stay on the road. But times changed, the dollar slipped and fell, and one thing lead to another until finally they had to close the shop down.

But during that time, Donnie built quite a name for himself in the Minnesota region

for his ability to build sharp road runners. After he and his brothers closed the day-to-day operation, he took a well-earned travel break and hit the airport for England for a month. Then he was off to Austrialia, then to Central America twice; but when he returned from each trip he went back into the ol' garage.

As you can see he's still building freeway flyers, except now it's one creation at a time. In fact the year before he built this candy screamer he built an equally innovative Big Twin and rode it to Sturgis where some starry-eyed rider made him an offer he couldn't refuse and Donnie sold the stroker, enabling him to have the funds to get into this Evolution project.

Now, I know that some of you bros who build your own scooters in your garages—scrimping for the funds for the chrome, paint, or performance parts—don't have an oil can fulla respect for the shop owner who seemingly cranks out one perfect putt after another, utilizing all the big buck resources available from coast to coast. I'm not going to defend anyone, here. But some of the bros who build putts for a living risk everything on every putt they build. They don't have jobs with paychecks comin' every two weeks. They gotta put together a putt, utilizing whatever abilities they have, and hope some scooter jockey will ante up for it, so the builder can continue to do what he loves to do—construct sharp scooters.

It's sorta like what my brothers and sisters and I do here. We create a magazine for you, not us, and if you like it, we get to produce another one. And naturally we're always trying to outdo ourselves by always making the next mag better than the last

Photos by Michael Lichter

Owner: Donnie Smith		City: Brooklyn Park, Minnesota		
General	**Frame**	Cam: H-D, stock	Oil system: stock	
Fabrication by: owner	Year: 1985	Lifters: hydraulic	Primary cover: polished	
Year and make: 1985 H-D	Builder: Arlen Ness	Carb(s): Keihin	Seat: Danny Gray	
Model: FXRS	Type: modified	Air cleaner: stock	Sissybar: none	
Value: $13,500	Rake: 5 degrees over stock	Pipes: Cycle Shack	Height: n/a	
Assembly by: owner	Stretch: none	Muffler(s): Cycle Shack	Material: n/a	
Time: six months	Other alterations: smooth	**Transmission**	**Forks**	
Chroming by: Brown's Plating	**Accessories**	Modifications: none	Type: H-D	
Engine	Bars: Arlen Ness	Year: 1985	Extension: 2½ inches	
Year: 1985	Risers: Arlen Ness	Shifting: ratchet	Builder: H-D	
Model: Evolution	Fender(s): Ness and H-D	Engine sprocket: belt	Special features: none	
Rebuilder: original motor	Headlight: Bates	Trans sprocket: belt	**Wheels**	
Ignition: electronic	Taillight: H-D	Wheel sprocket: belt	**Front**	**Rear**
Displacement: 80 cubic inches	Speedo: stock	**Painting**	Size: 19-inch	Size: 16-inch
Lower end: stock	Front pegs: H-D accessory	Molding: Dave Perewitz	Hub: stock	Hub: stock
Balancing: factory	Rear pegs: H-D accessory	Painter: Dave Perewitz	Rim width: 2¾ in.	Rim width: 4 in.
Pistons: H-D	Electrics: 12-volt	Color: red	Tire: Michelin	Tire: Michelin
Cases: untouched	Gas tank: CCI	Type: Candie House of Kolor	Brake: H-D	Brake: H-D
Heads: Evo	Oil tank: CCI	Special paint: here and there		
Other special modifications: many handmade parts. Thanks to Ron, John, Jay, Jerry, Frog, Kristy, Brian, and Erik, the mini-crew, and many Hamsters.				

(except when someone slaps a bunch of ads in our way, like a couple of issues ago. But we remedied that with 16 more pages).

Donnie is into the same creative spirit. When he sits down at the drawing board, his intention is to create a scooter with new innovations and styling that will take his abilities the extra mile and produce a scooter that some rider will be damn proud to ride for years to come. And natch the bike must run like a locomotive, handle like a 'vette, and pick up the opposite sex like . . . It looks as though the factory also got the same idea in the early eighties.

And that's what it's all about. —Bandit

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Shovelheads:

by: J. D. Chandler

Last month we published the first of several shovelhead engine articles. That first article dealt with the top-end, including pistons, valves and cams. This second article will cover the crank, oil pump and ignition. Our goal with these articles is to help you build a good-performing, quiet-running shovelhead engine that will last.

Long life has become a more important consideration. With that understanding, we have chosen parts that have proven themselves to be reliable and long-lived.

INSPECTION:

An important and often-overlooked part of any overhaul is inspection. Parts, including cases, that have been run long and hard can develop cracks that cannot be seen with the eye alone. Aluminum parts like cases can be inspected using a penetrant dye kit you can find at an aircraft supply store or can get through a Snap-On Tools dealer. These kits are easy to use and might save you some grief later.

Magnetic (Magnaflux) inspection is the best way to make sure steel or iron parts are free of cracks. This service requires special equipment and you will have to find someone with those tools and the experience to use them.

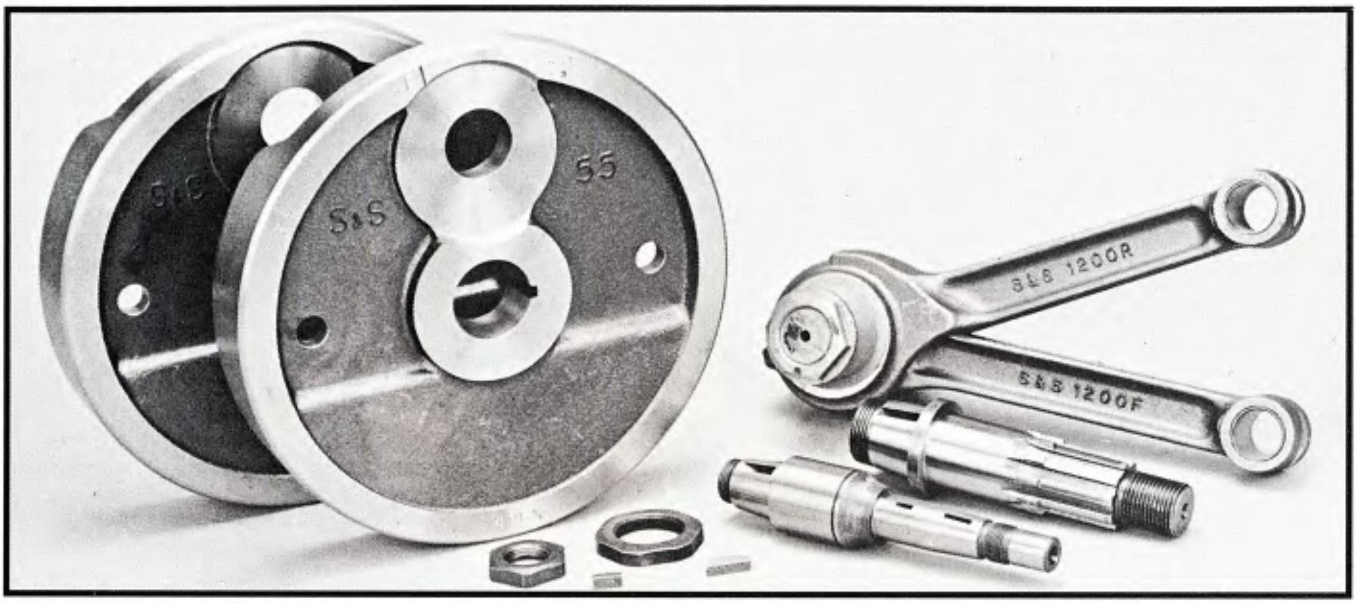
If you are rebuilding a well-used shovelhead engine, you really should get everything looked at. By the way, even new parts can be cracked. Consider it.

CRANKSHAFT:

Harley-Davidson has made important improvements in their crankshafts in recent years. Unfortunately, those improvements came along after the shovelhead engine was out of production. There is nothing wrong with stock shovel cranks; it's just that there are better parts available from other companies.

Shovelhead flywheels are made of cast iron which can sort of wear out after a few rebuilds. Evo wheels are made of forged steel and the latest versions have one-piece wheels and spindles, making a three-piece crank

Making 'Em Last Part II



The same only better. The S&S flywheels are forged steel, and the spindles and connecting rods are stronger than stock components. These parts will build up into a stronger and longer-lasting crankshaft. They are at least as good as the latest factory shovelhead parts and much better than older ones.

compared to the shovelhead's five-piece crank. The tapered holes in the cast iron wheels will expand and make it difficult to get a really rigid and straight crank. A shovelhead that gets run hard can actually make its crank go out of true because the relatively soft iron wheels will deform and lose their grip on the tapered shafts and crank pin.

Although best known for their stroker kits, S&S Cycle has been making stock replacement forged steel flywheels for several decades. They also make high-strength rod assemblies and high-quality spindles. In fact S&S can furnish complete crank assemblies for nearly any Big Twin ever made.

Most mechanics would rather build a crank using S&S wheels than the stock iron ones. The steel wheels are more rigid and make it much easier to build a straight crank.

When you replace connecting rod bearings, including the pin, be careful about what you get. Stock factory parts are quite good, as are those from S&S. However, there have been some sub-standard crank pins circulating. Be careful.

If you do not have an experienced Harley engine man around to build a rod set, you might consider buying a fitted set from either Harley or S&S. Rod bearing set-up is critical and requires considerable skill. Just having the equipment isn't enough. Like I said, be careful.

How smoothly your engine runs depends more on the crankshaft than any other single engine sub-assembly. If the crank is crooked or out of balance, the engine will vibrate. There are tolerances for crankshaft straightness. Always try to hit the lowest numbers. The straighter the crank, the smoother the engine.

Crank balance—the proportion of ballast weight added to the crankshaft opposite the reciprocating mass of the piston assembly plus half of the connecting rod weight—is somewhat controversial in that not everyone agrees what the balance factor of a Harley Big Twin crank ought to be. For instance, Evolution cranks are balanced to 60 percent by the factory. (In other words, a weight equal to 60 percent of the combined weights of one piston assembly plus half the weight of the connecting rod is added to the crankshaft, on the side opposite the connecting rod and piston.) Engineers found that the rubber-glides liked 50 percent but the rigid-mount Softails ran better at 60. Since rubber glides are smooth no matter what, Harley balances all their engines to 60 percent to accommodate the rigid-mount bikes.

Many, many engine builders use 49- to 52-percent balance factors for shovelheads. Others, including S&S Cycle, have settled on 60 percent. The lower number tends to produce more high-frequency vibration which is harder to live with. The lower frequency vibes of the 60-percent crank are generally more tolerable.

OIL PUMP:

Shovelhead oiling systems were improved several times over the life of the design. The last pump, still used on the Evo motors, has a 33-percent greater oil delivery capacity than the early cast-iron pump did. This late (1981 and later) pump can and should be fitted to earlier shovelhead engines.

Late-model pumps aren't always available as assemblies from H-D, so a couple of companies have made their own. Both Custom Chrome and S&S

Cycle can furnish late-style oil pumps as well as a special drill fixture and instructions needed to install them on earlier shovelhead engines. S&S has had their version on the market for more than a year, and has sold a large number of them with no problems.

Both S&S and CCI pumps are well made but there are differences between them that you may find important. The CCI pump has a smoother shape and is chrome-plated. S&S does not chrome-plate their pumps and, indeed, warns against your doing so. S&S has gone to the trouble of producing six versions of their pump kit. The various kits will cover engines from 1936-vintage to the present.

Both the CCI and the S&S oil pumps cost only slightly more than half as much as a factory pump.

IGNITION:

Most shovelheads run on non-electronic, points-type ignitions. There's nothing wrong with that. The purely-electromechanical ignition has many advantages; it also has some important limitations. However, H-D's late electronic ignitions work a little better and are more reliable. Let's compare these two basic ignition systems.

Points-type ignitions have a couple of clear advantages: first, they can generally be repaired on the side of the road, with hand tools. Second, they don't cost as much. You can buy a complete advancer, points plate and points set from CCI for about $45. The stock Harley (electronic) black box will run you $153, and, you'll also need the $120 sensor plate!

Points ignitions have some disadvantages, too. First, they need constant attention. From the time you clean and set them, they will deteriorate in performance. Second, the advance mechanisms wear rapidly. That wear results in erratic timing and an unreliable advance-curve.

Current stock (Motorola) electronic ignitions have their strengths and weaknesses too. First the advantages: once timed, they stay timed. Period. The advance never changes because there is no mechanical advancer to wear out. If used with the latest high-performance Harley or Andrews Products coil, the electronic ignition will give a hotter spark.

Now for the disadvantages: if the box or sensor plate fails, you're parked. Sandpaper, pliers and screwdrivers won't help. A conversion to factory electronic ignition costs a bundle. The box, sensor and a coil will run something over $300 whereas a similar points set-up will cost under $100.

In my opinion, the electronic ignition is the better deal. They, in fact, don't fail as often as points do. They work better by providing a hotter spark and much more steady timing. While the points system can often be fixed on the side of the road, it will generally put you there in the first place because of its high wear-rate.

A word about sealants. There may be as many opinions about what sealant to use as there are engine builders. The silicone rubbers work but one has to be careful not to use too much, as the stuff can get loose and plug-up oil passages. Harley sells a Rolls-Royce product called Hylomar. Hylomar stays soft, and does not glue gaskets or cases together. It works well and I have used and preferred it for many years. Copper Coat and Gasgacinch work too.

More important than what sealant you use is the finish of the parts you put it on. Everything needs to be smooth and flat. A large flat single-cut mill file is wonderful for getting the bumps off of heads, cylinders and cases. Use caution of course but spend the time to make sure the parts really fit together closely.

There will be some of you who choose to restore your shovelhead engine to factory specifications and we applaud that. After all, if some of us didn't keep our bikes stock, future Harley enthusiasts wouldn't have any

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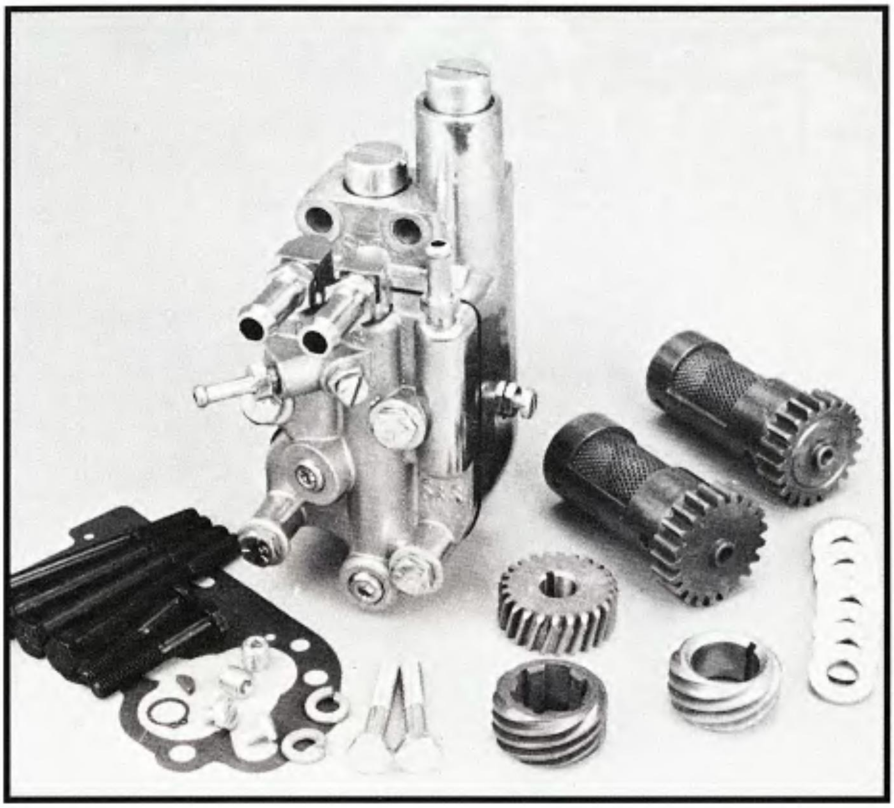
idea what a factory shovel was. If, though, you want to go on riding your shovel, you should consider making improvements as you rebuild it.

A carefully built shovelhead engine, put together with the latest and best parts, will last longer than they ever did while still in production. Harley may have stopped building shovelhead motorcycles but other manufacturers have continued to improve the parts. You can actually make your motor better than Harley did.

Over the next few issues we will continue to cover, in detail, the major shovelhead motor parts. Also, we will talk about how these parts work. We will discuss hydraulic and solid tappets, their advantages and limitations. We'll take a look at engine bushings, breathers and rocker arms. An engine must stay clean inside if it is to last. Good air filters keep dirt off of the cylinder walls. Effective oil filters separate hard wear-particles from the oil and the moving parts. We'll take a hard look at both filter types.

There are many different shovelhead engine parts on the market, and it is sometimes tough to pick and choose. Our goal is to print information which you can use, to select the most appropriate pieces for your shovelhead motor. We want to help you keep these babies running for a long, long time. ■



Photos by J.D. Chandler

The CCI oil pump is made in the same factory as the S&S unit is. Both are high-quality units. While S&S has more applications for their pump, the CCI pump is better-looking with its smooth lines and chromed finish. CCI's pump is a quality replacement for the expensive stocker.

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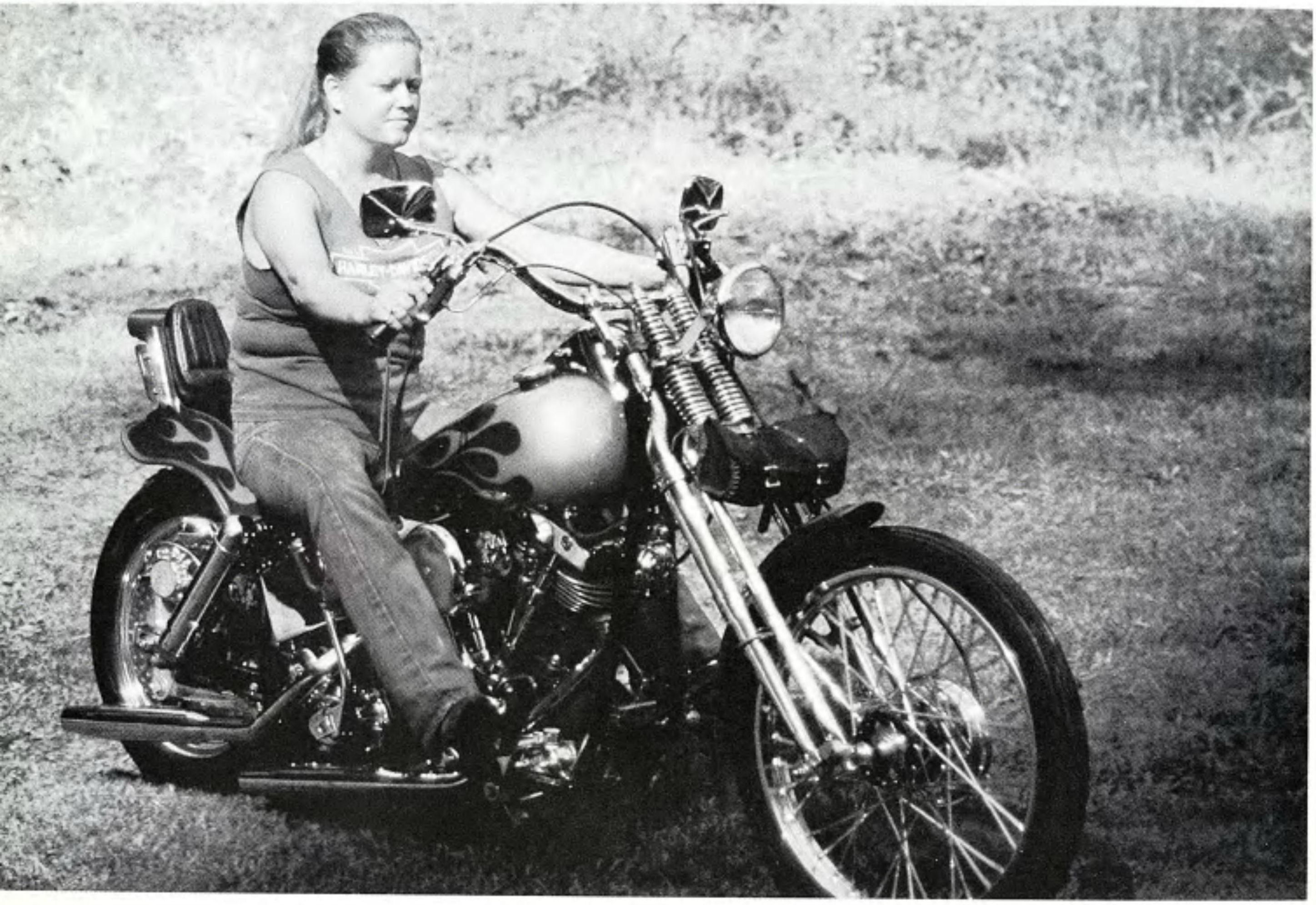

Heidi Lauby, Blodgett, Oregon
1988 McCaa's shovelhead

This'll be quick and dirty. Heidi began her life as a Southern California chick—all Orange County sand and sun. She started straddling a 1974 Sportster at 19, when she met the Kennedys of Kennedy's Custom Cycles in Oceanside. They became the best of friends, and Heidi holds the entire crowd in very high regard:

"They don't smoke, drink, or do drugs," she says. "They're the best bunch of brothers you'd want to meet, and they build long, outrageous bikes."

But the California crowds started getting under her leathers. Too much congestion, too many people, an overabundance of attitudes—finally the sunshine spell was broken. She bailed out and moved into the wide openness of the Oregon countryside, where she met up with the McCaa clan out of Albany. The McCaas are in the process of building a shop, and they assisted Heidi with every intricate stage of piecing this bike together, from the cases up.

She enjoys the people up there tremendously and has met the brother of her dreams. If you've ever been to Oregon, you know the roads are as picturesque as a paintin' and the ridin' is superb—'cept for the helmet law. But Heidi says,"We're workin' on that."

—Tuner

Year: assembled in 1988

Engine: 74 cubic inches; Delkron cases; '79 heads and cylinders; Andrews carb

Transmission: 4-speed

Model: shovel swingarm

Forks: springer front end

Wheels: laced, with Avon tires; 11-inch rear disc; mechanical front

Chassis: Paughco frame; 3½-gal. fatbobs; Crazy Frank rear fender and seat

Finish: silver/gray metallic lacquer; blue flames with clear urethane by Bob McCaa.

Credits: To my husband for his utmost support; to Rob and Bob of McCaa's Enterprises, Albany, Oregon

Photos by Jim Walburn

With the right motorcycle, touring is not so much a destination as it is a state of mind. It is a yearning to be somewhere, anywhere, besides where you are right now. To ride is to find the freedom to wander wide open spaces. And search for out of the way places. Places others never dream of.

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Jim Riccio

BAD ROAD

By Joe Umbarger

Damn Reefer Jones, anyway! He's never right about diddly-squat! I was headed south, descending along a snaky, two-lane blacktop, intent on reaching U.S. 50, and then home. I'd never ridden this stretch of road before, but Reefer Jones had once told me that it was "a good short cut if you're in a hurry."

And I was in a hurry—gathering clouds looked ready to cut loose on me at any minute, and I was at least an hour away from the shack.

After puttin' cautiously through the conservative little Rocky Mountain burgs of Cripple Creek and Victor, I turned the wick up, keeping a nervous eye on the skies overhead. I thought I'd make pretty good time, at first, but after a couple of miles the pavement ran out. Accordingly, I downshifted.

"PHANTOM CANYON," a rusting, buckshot-ridden sign informed me; "BAD ROAD AHEAD" . . .

It wasn't long before I began to realize that I must have taken a wrong turn somewhere, because the road ran out altogether. Between muttered threats to be carried out against Jones the next time I saw him, I tried back-tracking myself, hoping to find a way out of the maze, but finally had to admit that I was just plain lost.

The late afternoon sun dipped below the walls of the canyon, and a dense fog began setting in. As daylight diminished, so did my hopes of getting home. I passed a narrow, rushing creek for what I was sure was the third or fourth time before braking the pan to a halt beneath an overhanging tree branch. There, I shut 'er down. I knew I didn't have a lot of gas left in the peanut tank, and running out would have been the only thing that could have been worse.

Sheltering the last of my stash from the wind that had come up, I had just finished it off when I first heard the low, rumbling thunder in the distance.

Or had it been thunder, after all?

Out of the corner of my eye, I caught sight of what appeared to be another bike as it vanished in the swirling mists a few hundred yards beyond.

Another rider in this wilderness? That sure seemed unlikely. That he could be lost, too, was too much of a coincidence for me to accept. He had to *live* around here!

I wasn't sure I had seen *anything*, really. A brief shadow play; a trick of the light played on the retina, perhaps. But it represented my last hope to avoid being stranded in this rapidly deteriorating weather all night. I kicked my pan to life, and spun into pursuit.

> **"But late in the afternoon, just about the same time, every day, I've seen him, just like you did. And I've *heard* him; heard that stroker's pipes!"**

Patches of reality dotted the thick fog every so often, helping me stay on the narrow, hard-packed dirt road, as I attempted to catch up to the biker I wasn't even certain I'd seen. A clap of thunder laughed down at my plight. The fog lifted as the rain began to fall.

I might have missed the log cabin off to my right, except for the chrome gleaming faintly in the cloud-filtered moonlight. It turned out to be a knucklehead, partly sheltered under a large scrap of canvas.

I'd found him, I thought, but after sliding to a long halt and turning around, it didn't look like the knuck had been moved in a couple of hours or so, at least.

Well, hell, I thought, maybe the dude that rode it would feel brotherly enough to at least get me out of this weather. Cautiously, I putted up the drive, past an old pickup and some assorted piles of scrap metal toward the cabin, shutting the motor off as I dismounted.

"Hello in the cabin," I shouted above the rain, which had been increasing steadily since it had started the few minutes before. "Anybody home?"

I made certain that my hands were in plain sight. I sure didn't want to be shot for trespassing. It turned out to be the right thing to do, I guess, 'cause a sawed-off 12-gauge was the first thing that greeted me.

"Who the hell are you," a deep, powerful voice growled from inside, "and what the hell do you want?"

I started explaining quickly about being lost, and about following the other biker and how that led me past the cabin when the booming voice interrupted me.

"You sure about that?" he demanded. "What'd this dude look like?"

"Didn't get enough of a look for that," I admitted, "not sure I saw him at all. In the fog he just seemed kinda . . . ghost-like."

There was no response, right away. Then, finally, the cabin door opened. "Keep your hands in sight," the voice warned. Slowly and deliberately, I stepped inside.

Behind the voice there was a mountain. At least seven feet of the biggest, meanest looking marauder I ever want to see in my life. Slightly to his left, looking smaller than she really was next to the man, was a vision of loveliness in jeans, with honey-colored locks, and great shapes straining tightly against a wool sweater.

Trash and Jugs, I was informed when the sawed-off had been laid aside and the informalities passed around, along with a hefty bottle of bourbon. Those handles fit the pair perfectly.

"Tell me again about this other rider you say you saw," the big man said to me after I'd gotten a couple of slugs

Illustration by Jim Riccio

BAD ROAD

down to stave off the chill.

"There's not much to tell—I was sitting there; I heard thunder; I looked up, and he was disappearing into the fog. I'm not even sure I saw anybody at all, but I figured following him—if it *was* somebody—was better than sitting in the boonies all night."

"Did you see any tracks? You know, from the other bike?"

I admitted that I hadn't, feeling a bit ashamed, but then I really wasn't looking at the ground, that much. I had been trying to catch up with him.

"Naw, there wouldn't have been no tracks," the giant growled after a long silence, then released a heavy sigh. "There never are." His voice had become soft and low. Very different from the tone that had first greeted me behind the shotgun. "He was there, all right. He's my bro, and we rode a lot of years together, 'til he died a few days ago."

I kept silent, but I guess the expression on my face said enough. Without having to be asked, the big man continued.

"About ten years ago, me and Pete was riding with this club out on the coast. Things started breaking up—first one thing, and then another—and finally I just decided I couldn't put up with it no more. Pete said he'd had enough, too, and we rode out together, and somehow ended up here.

"Thunder, hell!" he exploded, grabbing my arm so hard I thought he would crush the bone. "You think I don't know what his scoot sounds like? That's him! That's Pete! I know what he's trying to tell me, now!"

"Pete loved this here canyon. We'd both ride it up and down, every day. Course, sometimes we'd get socked in by a blizzard, or something, but on them days we'd just push the scoots into the cabin, here, and tune 'em up till the plows had had a chance to clear the road off again.

"Last Friday, we was headin' down toward the highway, and met these two high school punks hotroddin' their cages up the mountain, racing each other. Craziest damned thing I've ever seen—you can't drag-race up that damned road!"

"Anyway, we met 'em as they was coming around a turn, side by side. I laid my scoot over and got shoved up against this rock wall. There wasn't no place for Pete to go but over the cliff.

"I've spent the last three days looking for his body, or the wreckage, at least, and ain't found nothin'! It's some rough terrain. A person could *live* out there, I guess, without ever being found, if he wanted to."

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"But late in the afternoon, just about the same time, every day, I've seen him, just like you did. 'Ghost-like', you said? Yeah, that's a good way to put it. And I've *heard* him; heard that stroker's pipes!"

Except for the sounds of the rain outside, the room got uncomfortably quiet. I'm not saying I believed the part of his story about a ghost rider puttin' around the mountains, but I was grateful to be in out of the bad weather. Besides, my own brief encounter with the rider had been just a little spooky. I decided to at least try and humor him.

"How come, if it *is* him, he just don't come to the cabin here, or find *you* on the road and go puttin' with you?"

Trash gave me a stare that chilled my bones, his coal-black eyes piercing right through me. Those eyes looked angry, and sad, and I thought just a little hurt, also.

"I don't know," he replied after what seemed like a million years to me, "maybe he can't. Maybe . . ." his voice trailed off, and I was just barely able to hear what he said next.

". . . Maybe he's waitin' for *me* to go puttin' with *him*."

We sat silently for a few moments, drinking from the bottle, listening to the flames crackle in the fireplace and the rain pelting against the cabin.

Trash said something about taking a piss, and stomped off toward the back of the cabin. The honey-haired Jugs glanced after him. She had stayed completely out of the conversation, I had noticed, but now she leaned close to me and spoke.

"I wouldn't push him too much, if I were you," she said in a hushed voice. "Trash—well, he holds himself responsible for Pete's death. He feels like it's his own fault that Pete went over the edge, and he didn't. It's really been eating at him."

"So I said, 'oh yeah, over my dead body . . .'"

I barely had time to reflect on this when the huge man stomped back to the front room. He dropped back into the chair that faced the front door of the cabin and just stared intently into empty space, reaching for the bottle of booze and turning it up every now and again.

It was impossible for me to tell what was going on inside his mind, behind that dark stare, but those eyes looked as if a storm were raging, even stronger than the one outside.

Jugs bid the room good night, and disappeared into another room. I tried to stay awake, giving Trash some company, but apparently he didn't need any, and soon I was dozing where I sat on the couch.

I was awakened abruptly by the big man screaming into my face from a few inches away. "Did you hear that! It's him!"

"Wha . . . ?" I was fighting cobwebs in my brain. He shook me the rest of the way back to reality. "Listen!"

I heard a low, lingering rumble, muffled by the rain against the cabin. I shrugged.

"Sounds like thunder, is all."

"Thunder, hell!" he exploded, grabbing my arm so hard I thought he

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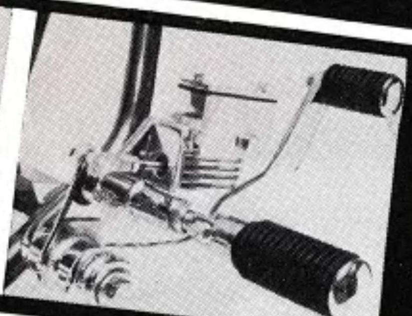

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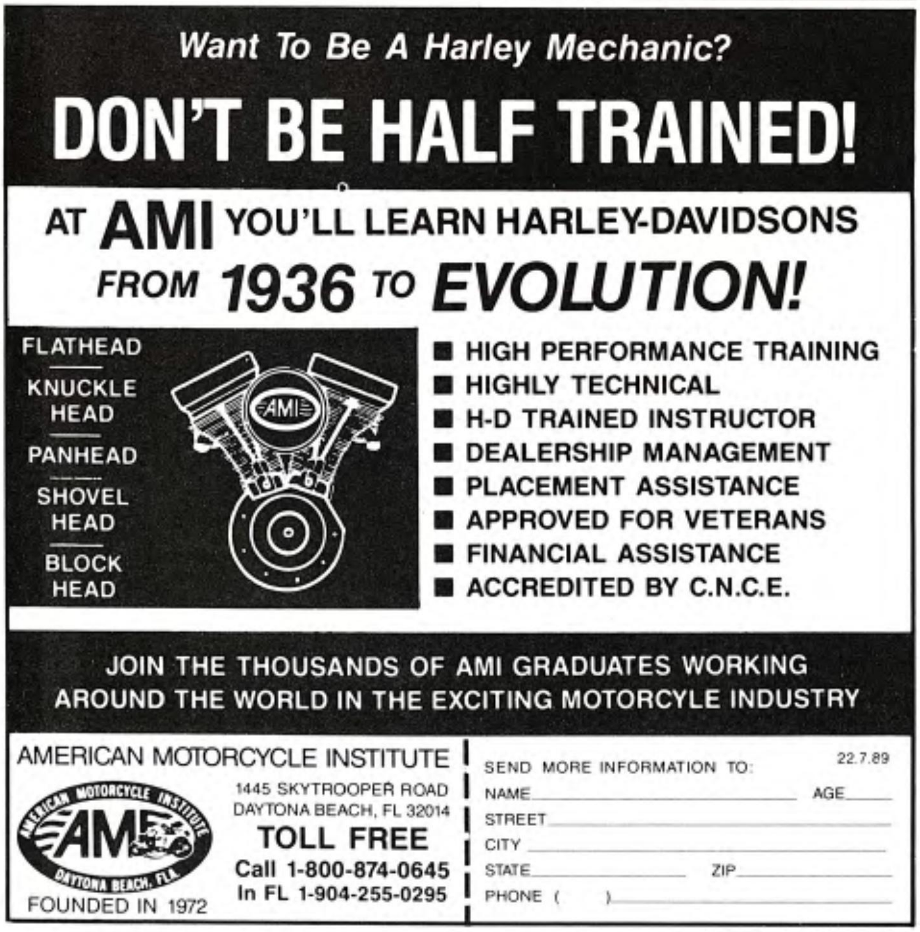

BAD ROAD

would crush the bone. "You think I don't know what his scoot sounds like? That's him! That's Pete! I know what he's trying to tell me, now!"

He released his grip on my arm, crossed the room to the door, flung it open, and stomped outside. A moment later I heard the knuckle being fired up.

Jugs raced into the room, golden hair streaming behind her. She looked through the doorway as Trash gunned the bike from the driveway onto the road, then turned to face me, panic written across her face.

"We've got to stop him," she shouted, "he's going into the canyon! I just know he is!"

The implication began to dawn on me.

"The pickup," she screamed, and ran to a corner of the room where she rummaged through a desk drawer before producing a bent, tarnished ignition key. She held it out to me, her hand trembling. "Are you any good on four wheels?"

I followed her outside to the battered old truck parked in the front yard, and climbed behind the steering wheel, fumbling with the switch as Jugs got in on the passenger side. The battery was old, and with the cold and dampness the engine cranked slowly before at last coughing and sputtering to life.

I slammed the gear stick into low and floored the gas pedal. The rear wheels tore through wet grass and

"Can't he get a job? All he does is lie around the house and smoke my plants."

mud as they propelled the truck down the drive, and onto the road in pursuit of the knucklehead.

I nearly wrecked us twice while searching the dash for the wiper and light switches. Once, I thought I had caught sight of the knuck ahead, but the truck's headlights were dim, and I wasn't sure. The truck bounced and tried to slide sideways on me constantly, but I managed to keep it on the road, which was fortunate, 'cause on our right was a several-hundred-foot drop into black nothingness.

Slowly, we kept gaining on Trash until at last he was caught in the dim, yellow lights of the pickup, the rear wheel of his bike splattering the windshield with mud. Jugs stuck her head out of the window, shouting at the top of her lungs for him to stop, but if he heard, he paid no attention.

One of the front wheels of the truck caught a rut, suddenly, and we started spinning sideways on the slick, narrow road. I steered into the skid, down-shifting to second gear. By the time I had regained control of the battered pickup, Trash had disappeared over a hill. I gunned it, getting piss-poor traction on the wet road. As I topped the hill, there was Trash sitting at the bottom where the road veered sharply to the left, staring straight ahead at the darkness overlooking a cliff.

I heard Jugs gasp. "That's where it happened," she began sobbing, "that's the curve where Pete . . ." I had to damn near turn that old truck on its side to keep from slamming into the rear of the knucklehead. We careened sloppily before finally sliding to a halt.

Trash looked over his shoulder at us, waving us off, shouting something that I couldn't quite hear over the truck's motor; something about riding with Pete, again. Then he turned back to face the cliff. It looked like he intended to go through with it for real.

Jugs and I leaped from the truck at the same time. The bro was in need of some help, it was obvious, and I hoped one of us could talk some sense into him before it was too late.

But it was already too late.

I watched, as if in slow motion, as Trash twisted the throttle back and stomped the tranny into gear. The rear tire of the knucklehead dug for traction, finally got some, then the scoot plowed through the mud straight ahead, sailing through the air over the edge with its rider still in the saddle. Man and motorcycle seemed to hang in the air for a long moment, suspended, then disappeared over the cliff.

The blonde beside me turned pure hysterical. I had to grab her arm to keep her from rushing over the edge in a foolish attempt to reach him.

Below, there was nothing but the darkness as we stood at the place where the bike had left the road. A clap of thunder echoed through the canyon, finally fading into the distance, and the night became still. As the two of us stared down into the darkness, the wind died, and the clouds parted, bringing an end, temporarily, at least, to the rain. Overhead, a full moon illuminated the canyon, its pale, yellow light glistening on the trees of the forest around us, shimmering on the slick mud road. It was peaceful, serene.

Suddenly, something was grabbing at my boot. I gave a shout of surprise, and looked down to see a weathered arm reaching over the edge, and a hand clutching my ankle tightly. Jugs let out a squeal and started backing away. I tried backing away, too, but the hand's hold was too strong, and the weight it pulled too heavy. It pulled steadily against me until a man's face and shoulders appeared above the top of the cliff at my feet. The face squinted up at me. It was covered with deep cuts and scratches that were caked with dried blood. A thin, broken-toothed smile came to swollen, bruised lips.

"Trash, is that you?" the face asked in a voice that was weak but excited. "It's me, Pete. I knew you'd find me, man! I just *knew* you would!" ■

**A thin, broken-toothed smile came to swollen, bruised lips.
"Trash, is that you?" the face asked in a voice that was weak but excited.
"It's me, Pete. I knew you'd find me, man! I just *knew* you would!"**

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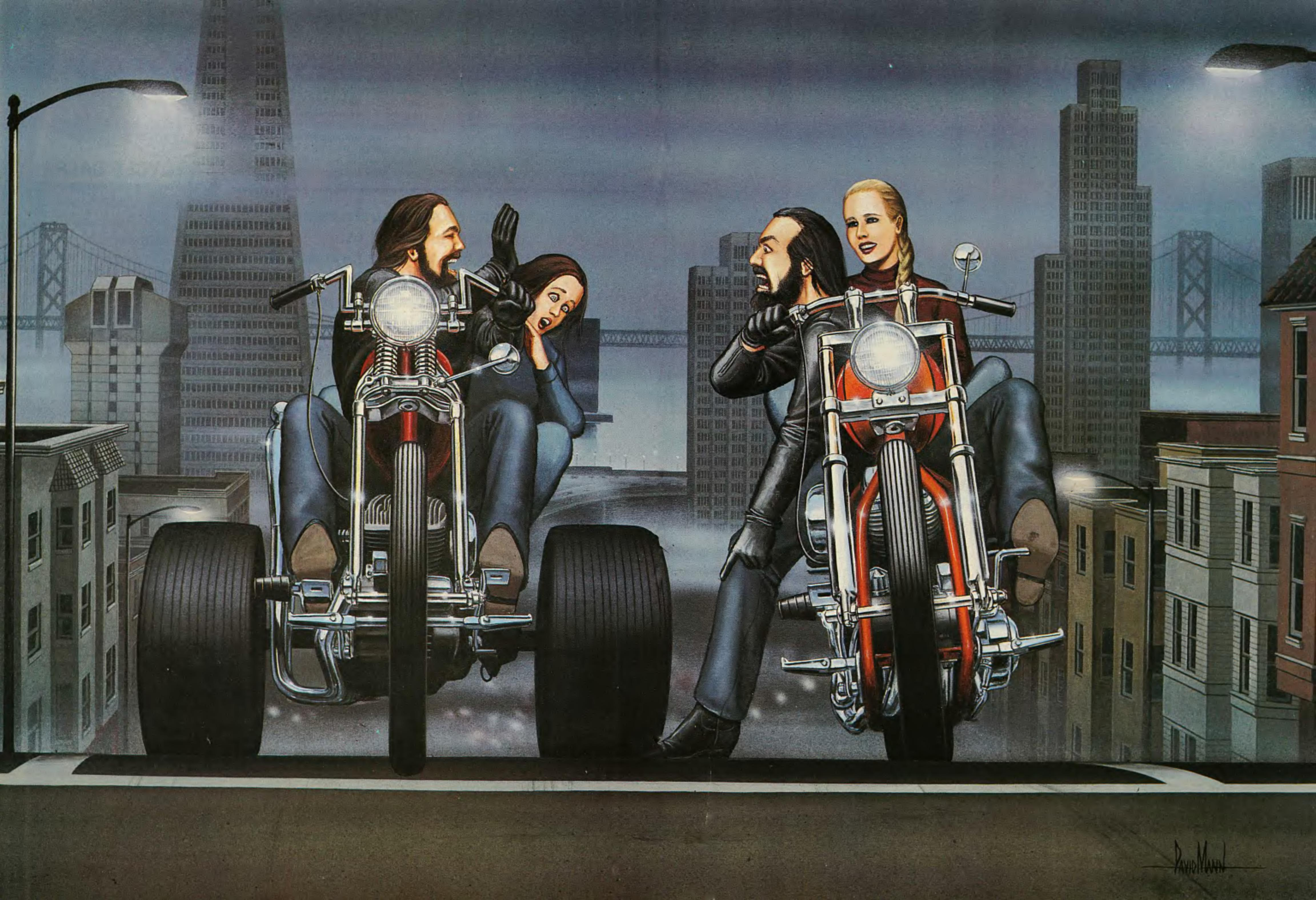
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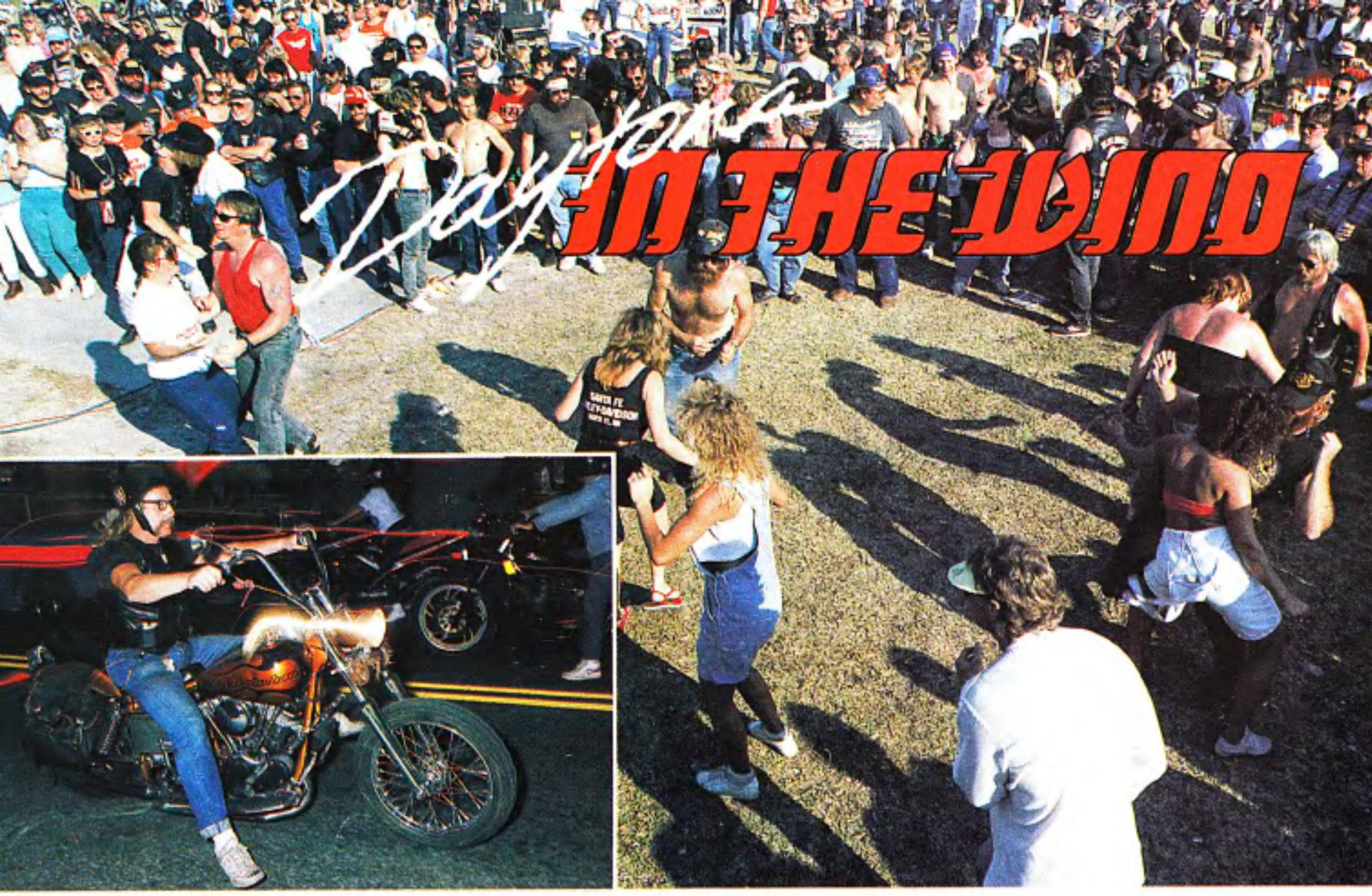


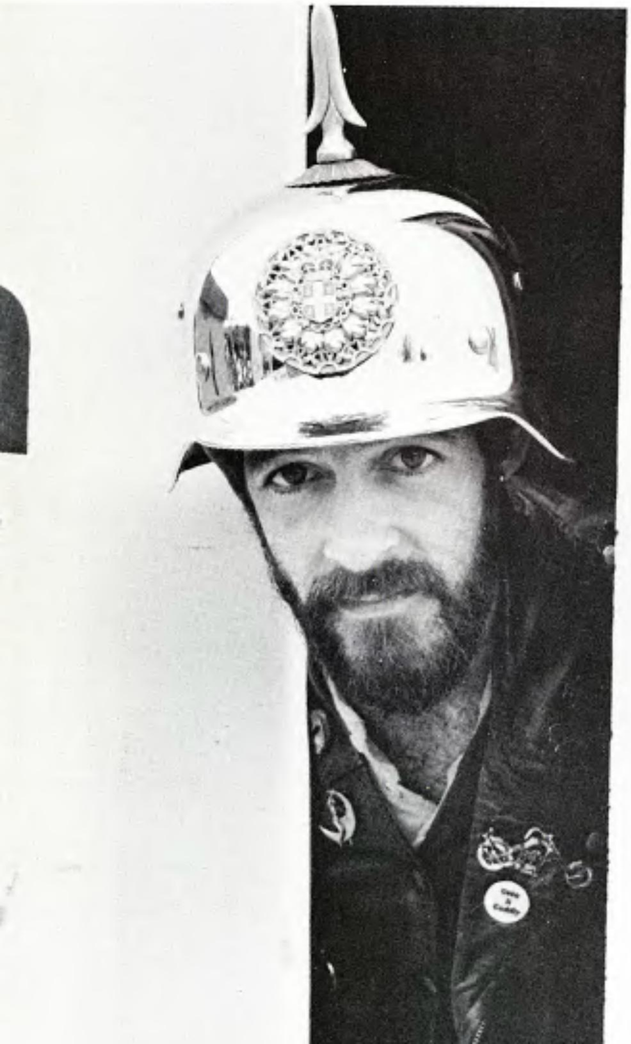
1989 Bike Week—Soaked but a Blast

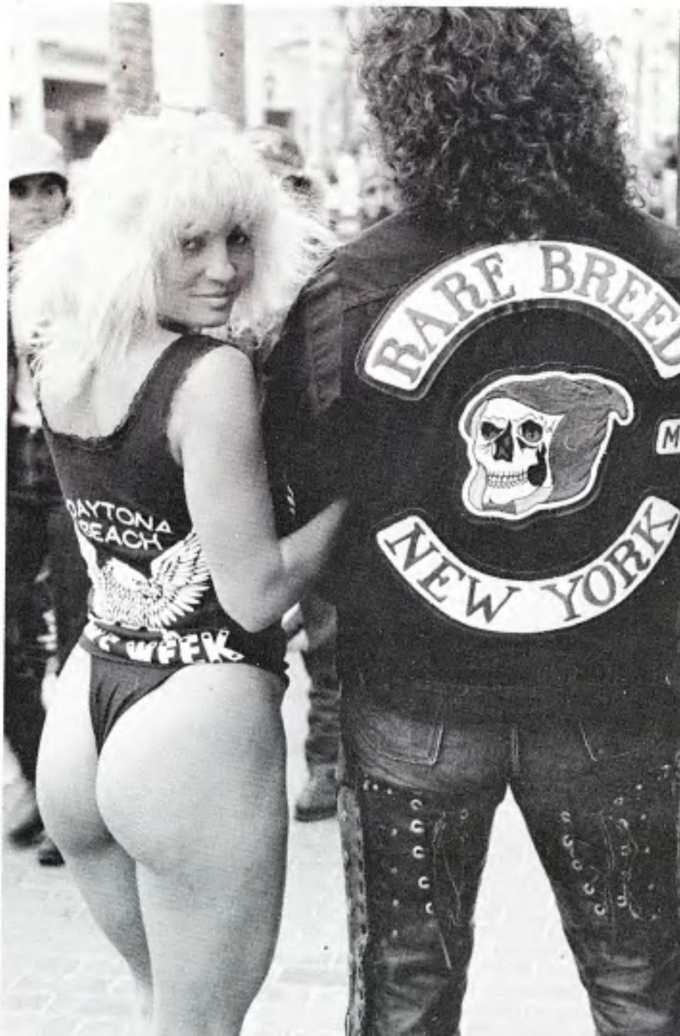
I gotta feel for our northern brothers and sisters who waited patiently in snow-bound garages while perched on frozen milk crates making final adjustments to their scoots for the first week of March to arrive. Then they burst into the snow from every conceivable direction to escape the cold, only to land in Daytona during a week of wind and drizzling rain. And the wind carried salt that seemed to creep into every uncoated, unchromed, unpainted surface on my scoot. And rust immediately started to spring up like mold on old cottage cheese.

But all was not lost. The people showed—and to many of the northern bros, 50 degrees and 30 mph winds are a walk in the park compared to the freezing isolation they've endured for the past six months. So we decided to do something special for this Spring biker break and hopefully sunnier Bike Weeks in the future. We're slappin' 30 pages of 1989 Daytona in our next *In The Wind* book (September issue, on sale June 13). So this is just a teaser of what's to come in *Wind #35*—enjoy. We've covered it all from the rain-soaked night life to sun-soaked swap meets. Daytona '89 was unique from the Rat's Hole Show to Harley Heaven—don't miss it.

—Bandit

STAN'S
519

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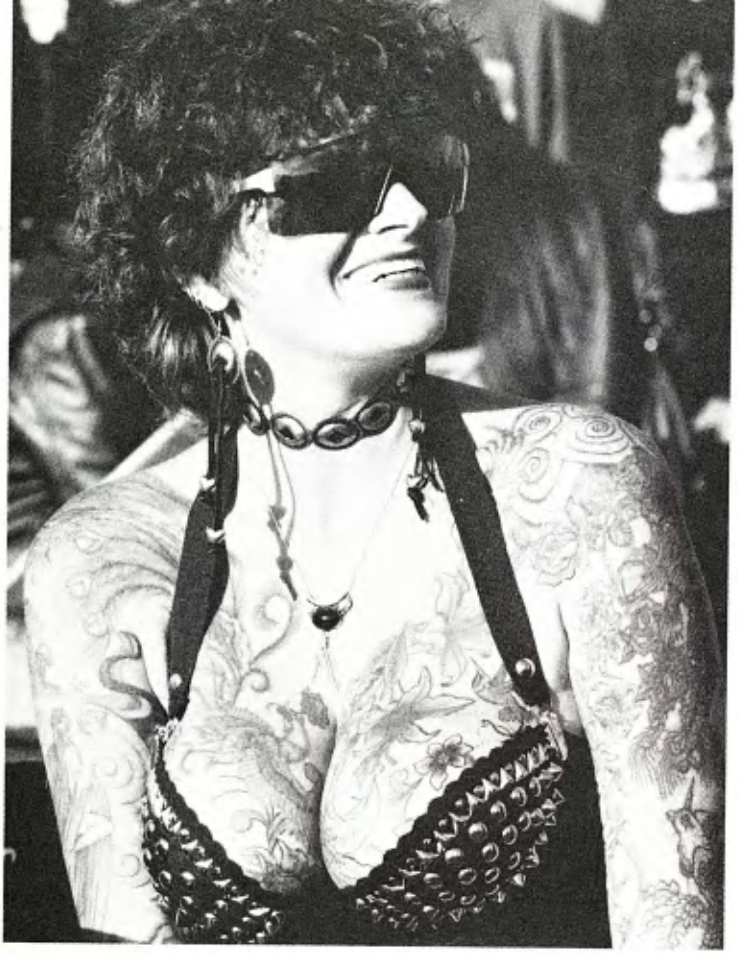
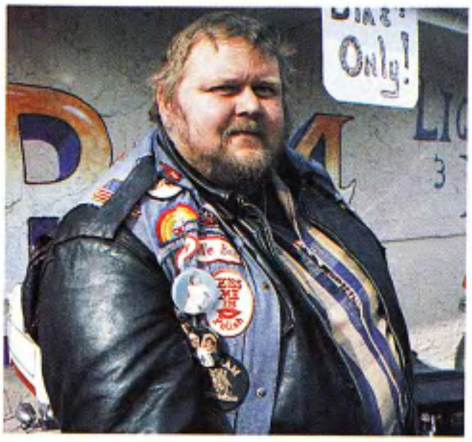
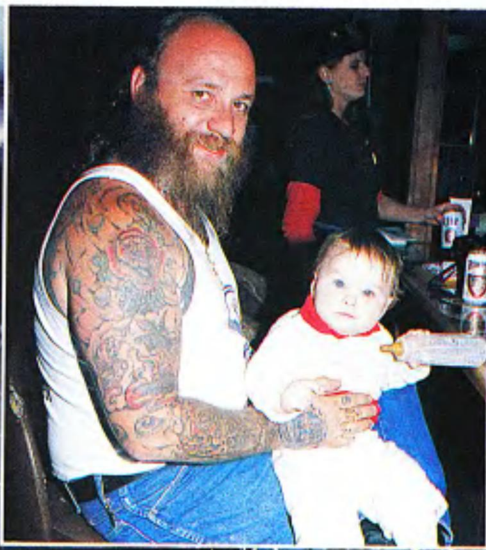


BEACH
BIKERS



Photos by Billy Tinney, Pat Randle, Mad Mike, Smokey, and Kim Peterson



Easyriders FOX HUNT

Make $500 by being selected as the winner and modeling for an *Easyriders* feature!

Help pick the winner by calling 1-900-234-BIKE

New winner every month!

OKAY, MEN — here's a chance to share your favorite hardbelly with all bikerdom on the pages of *Easyriders!* We're huntin' for the foxiest, real-live, bike-lovin' women to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sendin' in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip air fare and deluxe accommodations at a hotel Spider doesn't know about (or isn't allowed into) and maybe—just maybe—even a ride on one of our Hogs.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received over the phone by calling 1-900-234-BIKE and punching in the Fox's extension number adjacent to her photo (if a brother can't get through on the phone, he can still send his vote by mail).

Final judging will partially be based on the contestants' reasons—in writing and in a taped phone interview—for wanting to pose for *Easyriders*. Potential voters will be able to hear the taped interviews at an 89-cent-per-minute rate.

All entrants must be 18 years of age or older, and the model release form on this page must be *completely* filled out, signed in front of a notary, and sent along with the entry photos. Entries without notarized releases cannot be used, unless the model release form is accompanied by a photocopy of the model's driver's license, showing signature and photo of the model. (It's easier than it sounds.)

Ladies, one last favor. In your own sweet, legible handwriting and in 25 words or fewer, tell us exactly why you want to be the *Easyriders* monthly Fox feature. Remember, your message will also be taped over the phone for the voters to listen to when they call to vote—and it just might make the difference between a no-go and a hell-yes, so give it your best shot.

Photos must be black-and-white or color prints or color slides—no negatives (color slides are best). Sorry, no photos can be returned; all entries become the property of *Easyriders*.

Readers, exercise your God-given right as a biker and a reader of this rag. You can call in for this issue starting June 1, 1989. It's easy. Look the girls over and note the extension number of the lady who entices you the most, then call 1-900-234-BIKE, and Snake will answer and take you through the motions. You'll get to listen to the taped message of the girl of your choice. If you don't like her reasons for wanting to be in the magazine, you can vote for another girl. If, for some reason, Ma Bell's on the rag and you can't get through, write the name of the girl you like on a postcard or the back of a sealed envelope and send it to #193 *Easyriders* Fox Hunt, Box 3000, Agoura Hills, CA 91301.

The deadline for voting for this month's issue is June 30, 1989. We'll print the winner in the November issue.

Don't forget to vote. These girls are depending on you.

Here she is, bros, the third monthly winner in our Eleventh Annual Fox Hunt—Teresa, #301, from Topeka, Kansas. See more of her next issue.

FOX HUNT
Box 3000
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I hereby give *Easyriders* Magazine, its successors and assigns, and those acting under its permission or upon its authority, permission to copyright and/or publish any photograph and/or use any taped interview of myself with or without using my name, and to keep changes in or additions to such photographs, portraits, or interviews in such manner as shall seem proper to their use. I also understand that editorial matter will accompany these photos. I certify that I am of full age (18) and am possessed of full legal capacity to execute the foregoing authorization.

I further agree that if I am selected, that for valuable consideration this will serve (along with other model releases I will sign) as permission to publish photos from the *Easyriders* photo session.

193

Model's Name ______________________
Address ______________________
City ____________ State ____________ Zip ______
Daytime Phone (   ) ______ Evening Phone (   ) ______
I am ____________ years of age, born ____________
I will pose Topless ____________ Full Nude ____________
I will give a 30-second taped interview ____________
Model's Signature ______________________
Notary ______________________

Instead of Notary, you may send a photocopy of your picture I.D. that shows your signature and photo.

Photographer's Name ______________________
Address ______________________
City ____________ State ____________ Zip ______
Daytime Phone (   ) ______ Evening Phone (   ) ______
Photographer's Signature ______________________
Notary Seal

In your own handwriting and in 25 words or fewer, tell the staff why you want to be the *Easyriders* monthly foxy woman feature.

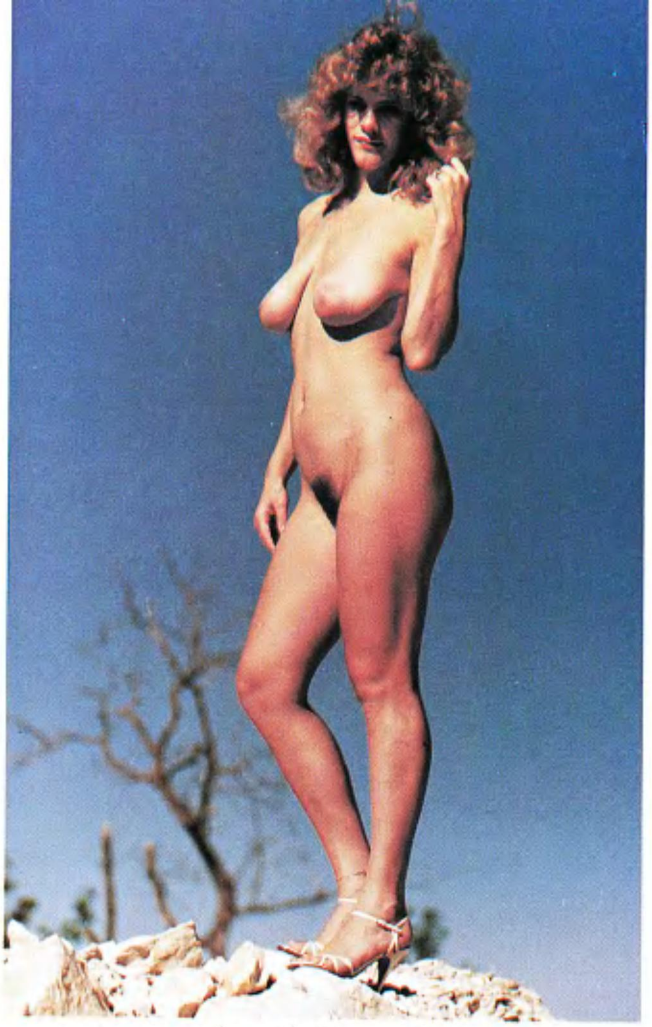
Why I want to pose for *Easyriders* (25 words or fewer):

____

____

____

I would really love to buy a Harley and the money would sure help a lot.
Jamie, California—#401

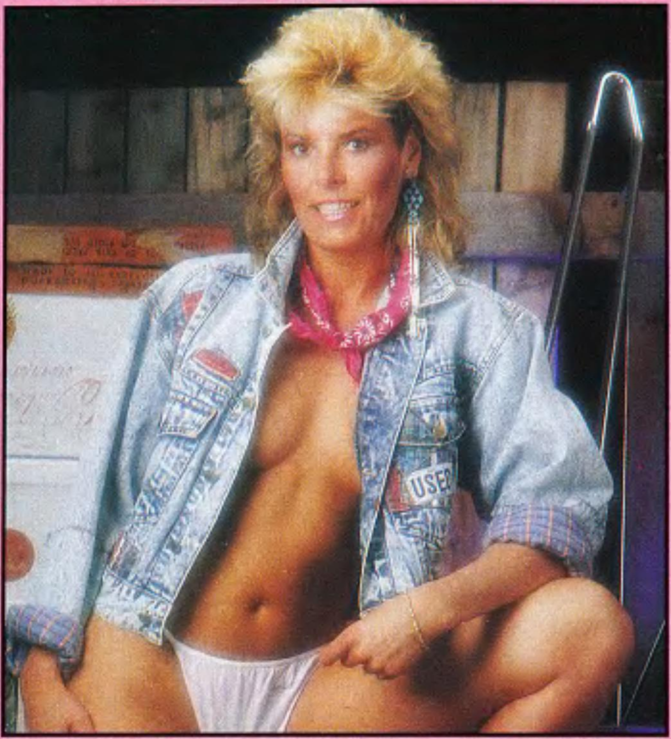


I just wanna show ya all what an Amish girl looks like.
Jeannie, Indiana—#402

I would love to be the **Easyriders** centerfold, taped on bikers' walls all over the world.
Dina, Florida—#403

I'm 24, and looking for one good ol' man with a Harley, who can last for hours in bed and enjoys lots of good head.
Carolyn, North Dakota—#404

FEBRUARY FOX HUNT WINNER



Linda, 31, is a fine slice of Rocky Mountain woman, and is a shinin' example for stayin' in shape, livin' right, and still havin' a ball. Your February Fox Hunt winner figures it's about time we featured someone over 30, so check her out on page 69 with Joe Tracy's super-high-bar shovel and see what ya think.

—Loudmouth

This is one bitch who'll definitely suck-start your hog. I can't wait to wrap my legs around your hot metal machine.

Dona, New Jersey—#405

Georgia peaches and Harley-Davidson; they're the best, fuck the rest.

Buffy, Georgia—#406

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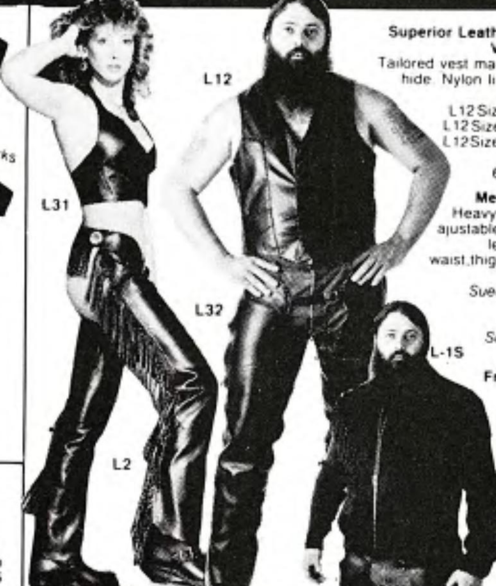

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BERDOO CHOPPER RACES

By Scott Daloisio

One of the more colorful annual events of Southern California bikerdom, the unofficial Harley-Davidson invitational "All-American Chopper Races" featuring regular bros on small dirt-track ovals, will be held this year in the first or second week of September in both San Bernardino and in Victorville. This strictly-amateur contest drew a score of participants and nearly 3,300 fans when it was held last year at San Bernardino's Inland Motor Speedway on a one-tenth-mile oval, about 70 miles east of Los Angeles.

Photos by Scott Daloisio

Among the riders kickin' up dirt, the flag-man flaggin', the pit crews wrenchin', the fans hollerin', the ol' ladies screamin', the photographers snappin', the reporters scribblin', and the emcee hollerin', a great time was had by all. It's strictly for American-made cycles—no riceburners allowed. Last year, local "Dirty Bob" brought his 1948 Indian Chief to round out the field of Harleys.

As in past years, regional motorcycle businesses and *Easyriders* magazine will kick in $1,000 or more worth of products and gift certificates for services as the prize chest.

The 1988 main event—featuring local riders Keith Beck, Monk Rob, Jerry Laidlaw, Glatty and 1987 defending champ Ron Hauck—was decided in the final half-lap. By lap number three, it had settled into a two-man war between Beck, on a '74 FLH with nitrous oxide injection, and Laidlaw, on an '84 FXRP Police Special. Beck held a slim advantage as they took the flag signifying one lap to go. Racing down the back shute the final time, Laidlaw squeezed between Beck and the wall and held on for the win.

Stay tuned for dates and times.■

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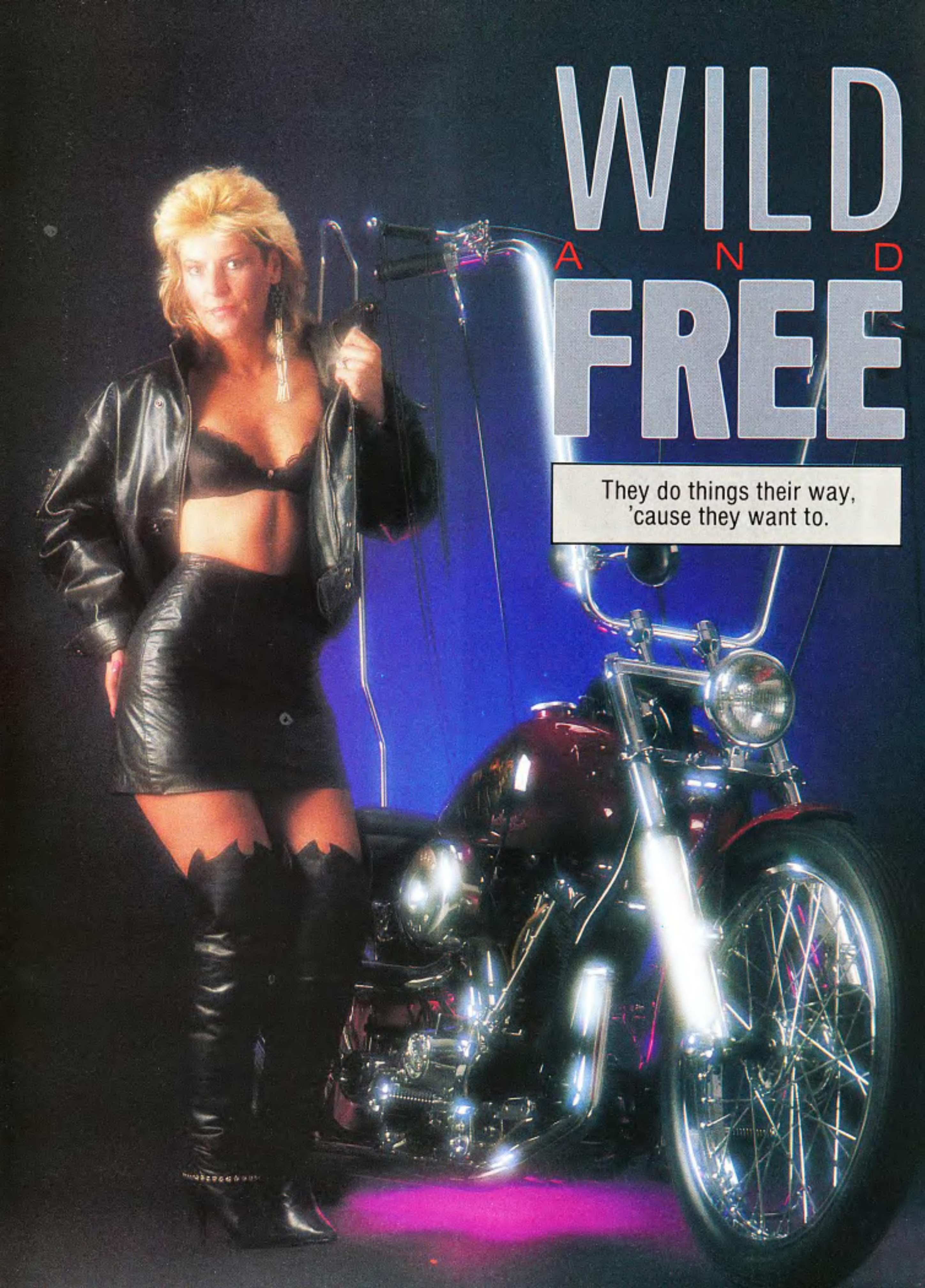


WILD AND FREE

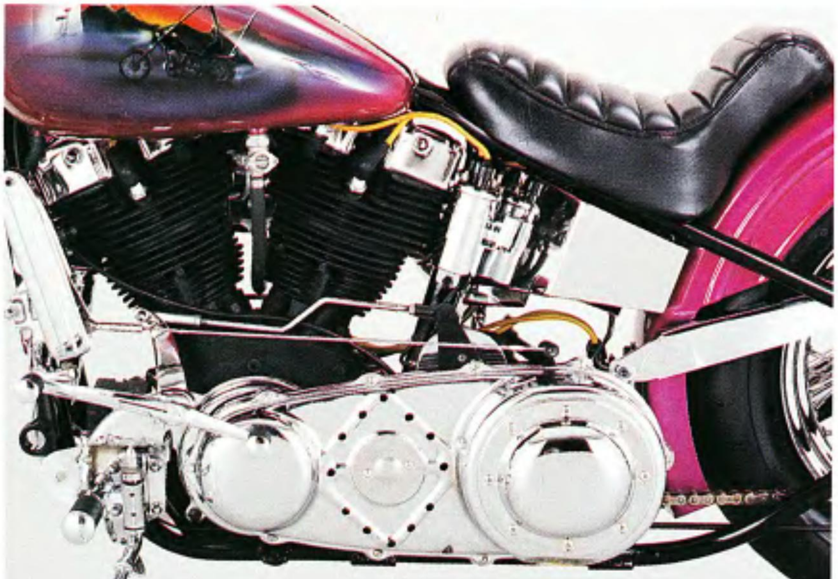
They do things their way, 'cause they want to.

"Hey, man, why do they call ya Krazy?" The confident voice at the other end of the line merely replied, "Ya seen my bike?"

Ya gotta point there, Kraze.

In fact, it would take a whole lotta Mr. Jack Daniel's' finest to miss this classic chopper as it makes the rounds from state to state. This is definitely not solely a TT, tavern-to-tavern ride.

When ya go look up the word "radical" in Webster's there oughtta be a glossy of Krazy's sled. It's all that an' more. It's got a lotta heart built into it.



Ten years of ridin', and nearly twenty years of readin' about Harleys, wantin' his own, and dreamin' about the the works David Mann created in the early days, has produced 19 or 20 putts, Krazy estimates.

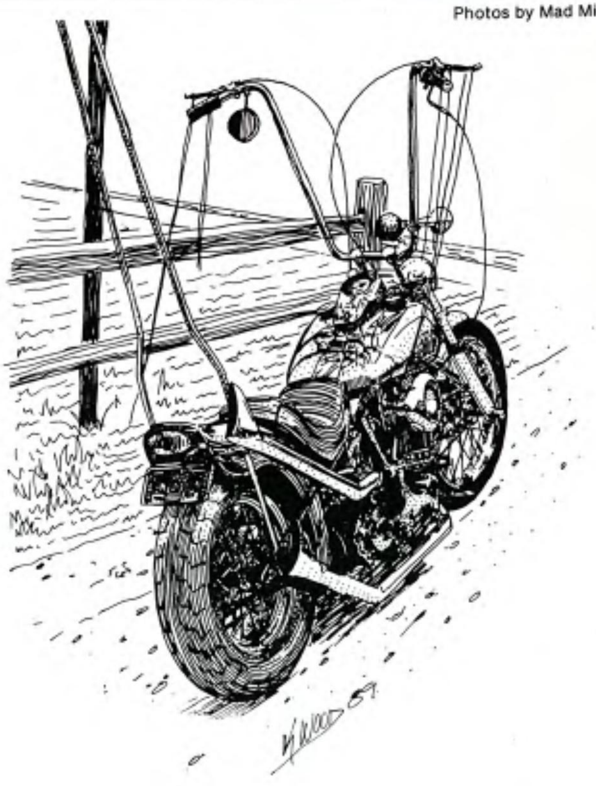
This is a 1976 shovelhead, slapped into a 1949 rigid wishbone frame. In the classic way of buildin' ol' style chops, everything was bought or found separately. The engine and trans came from a guy in Illinois, the frame from someone he had heard about in Iowa who was puttin' a panhead into a swingarm. The rest of the rig pretty much came from parts unknown. Here an' there. Swap meets, friends, his dad's garage. Wherever parts hide.

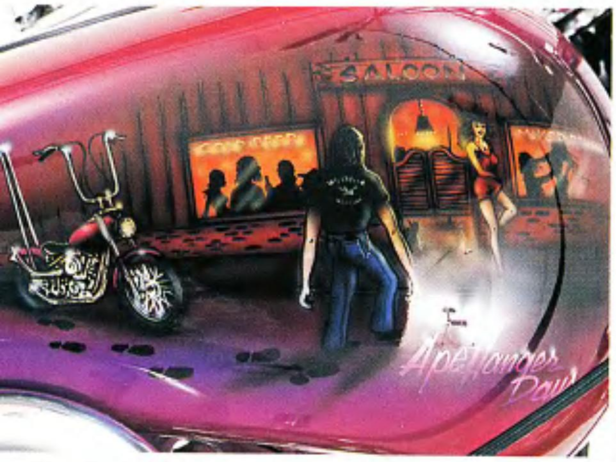
While fabricatin' an' constructin' the steed at his dad's in Dickeyville, Wisconsin, he kept close to his goal of creatin' a Harley that would stand out from the rest of the pack. Something that when ya stumbled out of Gunner's Lounge on Main Street in Sturgis, ya could pick out instantly.

No problem. Not with them 24-inch apehanger handlebars, the nifty 5-foot stainless steel, highly-chromed

A Way of Life

Photos by Mad Mike





sissy bar hand-made by Biker Butch, upsweep fishtail pipes, and plush, purple paint job. Quite a fashion statement on wheels, eh?

Another fashion statement for the late eighties, who stands out in her own foxy way, is your February Fox Hunt winner, Linda, from Denver, Colorado.

Hey, and as a bonus, she ain't simply a purty morsel, but an actual ridin' wench. Linda putts a '77 Sportster, and is putting her Fox Hunt winnings to good use as she works with her ol' man on a shovelhead rebuild.

Her frame measures in at 5'9", 130 pounds on an easy-to-handle 36-26-37 chassis. Ya gotta love what her barber's done with her from head to toe, so to speak. She's 31 years young, and describes her attitude as "great, since I got off drugs." Here, here.

Her favorite run is the Redwood Run and her favorite bike is her own. I like that.

—Buster

Owner: Joe "Krazy" Tracy	**City:** Dubuque, Iowa	
General	**Frame**	
Fabrication by: owner	Year: 1949	
Year and make: 1976 H-D	Builder: H-D	
Model: flatlander rigid	Type: wishbone	
Value: sentimental	Rake: came with frame	
Assembly by: owner	Stretch: none	
Time: under the wire	Other alterations: none	
Chroming by: Brown's	**Accessories**	
Engine	Bars: 24-inch Apes by Me-'n'-Jon	
Year: 1976	Risers: 4-inch Gary Bang	
Model: shovelhead	Fender(s): fatbob	
Rebuilder: not 'till it's broke	Headlight: CCI	
Ignition: points, dual plugs	Taillight: catseye	
Displacement: 74 cubic inches	Speedo: close	
Lower end: stock	Front pegs: chrome	
Balancing: fair	Rear pegs: none	
Pistons: high compression	Electrics: Stan Maiers	
Cases: stock H-D	Gas tank: 5-gallon fatbobs	
Heads: ported/flowed	Oil tank: Santee	
Cam(s): Sifton S-12	Oil system: basic	
Lifters: solids	Primary cover: swap meet	
Carb(s): S&S	Seat: solo-owner	
Air cleaner: S&S	Sissybar: Biker Butch	
Pipes: upsweep fishtails	Height: 5-feet	
Muffler(s): hate 'em	Material: 5/8-inch stainless	
Transmission	**Forks**	
Modifications: weren't broke either	Type: Hog	
Year: 1976	Extension: none	
Shifting: foot	Builder: H-D	
Engine sprocket: belt drive	Special features: clean	
Trans sprocket: 24-tooth	**Wheels**	
Wheel sprocket: 51-tooth	**Front**	**Rear**
Painting	Size: 21-inch	Size: 15-inch
Molding: Jon Kalahar	Hub: star	Hub: star
Painter: Jon Kalahar	Rim width: 1.85	Rim width: 3.50
Color: purple	Tire: cheap	Tire: Conti Blitz
Type: candy lacquer	Brake: drum	Brake: drum
Special paint: artwork by MK John Studio, Muscatine, Iowa		
Other special modifications: Buffing by Warthog. Special thanks to Pa, Jon, Jim and Stanley, and to Shirley for the shove.		

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NO.	DESCRIPTION OF ITEM	QTY. ORD.		UNIT PRICE			AMOUNT
2	80/16 Firecrackers - Br. 1,280 pcs., Case 15,360 pcs.		x	13.25 Br.	127.00 Cs.	=	
7	Jumping Jacks - Br. 576 pcs., Case 11,520 pcs.		x	12.25 Br.	220.00 Cs.	=	
9	Pop Bottle Rockets, Gr. 144 pcs., Case 3,600 pcs.		x	5.00 Gr.	96.00 Cs.	=	
10	Black Cat Bottle Rockets, Gr. 144 pcs., Cs. 3,600 pcs.		x	6.00 Gr.	112.00 Cs.	=	
11	Whistling Moon Travelers, Gr. 144 pcs., Cs. 2,880 pcs.		x	9.95 Gr.	157.00 Cs.	=	
12	Fierce-Tiger Soaring Rocket		x	6.80 Dz.	68.00 Gr.	=	
13	Clustering Bee Rocket		x	6.80 Dz.	68.00 Gr.	=	
14	Wild Geese Rocket		x	6.80 Dz.	68.00 Gr.	=	
15	Butterfly Rocket		x	6.80 Dz.	68.00 Gr.	=	
16	Parachute Rocket with Flare		x	6.80 Dz.	68.00 Gr.	=	
17	4 oz. Skyrocket with Stars		x	9.00 Dz.	90.00 Gr.	=	
18	6 oz. Skyrocket with Stars		x	10.50 Dz.	105.00 Gr.	=	
19	8 oz. Skyrocket with Stars		x	11.75 Dz.	117.50 Gr.	=	
20	Saturn Missile Battery - 12 shot		x	1.80 Ea.	18.00 Dz.	=	
21	Saturn Missile Battery - 25 shot		x	3.50 Ea.	35.00 Dz.	=	
22	#100 Floral Shell		x	9.50 Ea.	95.00 Dz.	=	
23	#200 Giant Floral Display		x	11.80 Ea.	118.00 Dz.	=	
24	100-shot Magical Barrage		x	6.50 Ea.	65.00 Dz.	=	
25	Twitter Glitter		x	4.00 Ea.	40.00 Dz.	=	

NO.	DESCRIPTION OF ITEM	QTY. ORD.		UNIT PRICE			AMOUNT
26	Soiree		x	5.00 Ea.	50.00 Dz.	=	
27	News Transmitter		x	4.00 Ea.	40.00 Dz.	=	
28	Kaleidoscope		x	4.50 Ea.	45.00 Dz.	=	
29	Garden-in-Spring		x	6.50 Ea.	65.00 Dz.	=	
30	96 shot Colored Pearl		x	9.25 Ea.	92.50 Dz.	=	
31	48 shot Colored Pearl		x	4.00 Ea.	40.00 Dz.	=	
32	Box of 12 Festival Balls		x	14.50 Ea.	145.00 Dz.	=	
33	Night Parachute		x	.85 Ea.	8.50 Dz.	=	
34	Day Parachute		x	.85 Ea.	8.50 Dz.	=	
35	Marching Cicada (61 4-inch firing tubes)		x	18.99 Ea.	189.90 Dz.	=	
39	Reconnaissance Planes (Sold by pkg. of 6 pcs.)		x	3.95 pkg.	7.25 Dz.	=	
42	Large Missile		x	1.75 Ea.	17.50 Dz.	=	
44	Two Colored Smoke		x	2.00 Dz.	20.00 Gr.	=	
46	Small Tanks		x	6.80 Dz.	68.00 Gr.	=	
54	Whistling Jacks (Sold by pkg. - 24 pcs. to pkg.)		x	1.25 Pkg.	12.50 Dz.	=	
56	Ground Bloom Flower (Sold by pkg. of 6 pcs.)		x	.90 Pkg.	10.80 Dz.	=	
57	Sparklers - 10" (Pkg. of 96 pcs. $4.50)		x	4.50 Pkg.	45.00 Dz.	=	
60	Black Snakes - Sack is 72 pcs. Box is 288 pcs.		x	2.35 Sk.	7.00 Bx.	=	
62	Jumbo Carnival Cone		x	2.10 Ea.	21.00 Dz.	=	
63	Roman Candle - 5 shot		x	6.70 Dz.	67.00 Gr.	=	
68	Scott's Giant Family Bag - $75.00 value Includes many of the items pictured!		x	53.80 Ea.	538.00 Dz.	=	
	Add Shipping and Handling Costs of $7.50						7.50
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What's Happenin'

Here's your guide to what's happenin' in your area during June and July. To have *your* events listed, get the information to us *at least* three months in advance—or call the new "What's Happenin'" Hotline, and for 89 cents per minute you can leave a message that we'll add each Monday to a set of recorded messages consisting of up-to-the-minute events listings. We are as accurate as possible, but event dates are often changed after publication—so check with the sponsors before you putt across the state. Send your info to "What's Happenin'," Box 3000, Agoura Hills, CA 91301.

CALIFORNIA

Christmas In The Summer—June 4th in Sunland at Sunland Park. Bring clothes and small stuffed animals to benefit homeless children. Sponsored by ABATE of California and the Harley Owners Group. For info, call Sarge at (818) 840-8328.

BIKE FEST '89—June 16-17-18 in Hanford at the Kings County Fairgrounds. See page 4.

2ND ANNUAL ANTIQUE & CLASSIC MOTORCYCLE SHOW & EXCHANGE—June 25 in Ventura at the Ventura County Fairgrounds. For info, write David Hansen, 6541 Ventura Blvd., Ventura, CA 93003, or call (805) 656-6777.

COLORADO

***EASYRIDERS* MOTORCYCLE RODEO—June 30-July 2** in Longmont at the Boulder County Fairgrounds, 30 miles north of Denver. For info, call (800) 247-6246, or (800) 231-2669.

FLORIDA

1ST ANNUAL SPRING BLOWOUT—June 9th, 10th, and 11th in Sertoma at Sertoma Youth Ranch, east of Dade City. Battle of the bands featuring Molly Hatchet and the Outlaws. Sponsored by ABATE of Florida, Hernando County Chapter. For info, call (904) 596-0563, (904) 688-7306, or (904) 799-4885.

ILLINOIS

3RD ANNUAL ABATE OF ILLINOIS RENDEZVOUS—June 16-17-18 in Pontiac at 4H Park, I-5 off exit 201. Proof of membership with a motorcycle-rights group required; membership available at gate. Camping, swap meet, bike show, etc. Sponsored by ABATE of Illinois, Lincolnland Chapter. For info, call (800) 87-ABATE in Illinois, or Gus Miller at (319) 403-2979.

INDIANA

BEAN BLOSSOM BOOGIE—July 14-15-16. Sponsored by ABATE of Indiana. For info, write Box 81, Granger, IN 46530, or call (219) 272-5555.

IOWA

THE WILD AND WACKY POKER RUN—July 15 in Muscatine at Herky's Tavern, 1415 Grandview Ave. starting at 12 noon. Trophies, prizes, good times. For info, call Herky's at (319) 263-7474, or Jim at (319) 263-0902.

MARYLAND

1ST ANNUAL MASON-DIXON NATIONALS—June 17-18 in Hagerstown at the Mason-Dixon Dragway. All-Harley drags. Sponsored by Harley Drag Racing Association. For info, write HDRA, Box 1429, Elon College, NC 27244, or call (919) 229-4877.

MICHIGAN

STATE PARTY—July 7-10 in Flint. Band, barbecue, rodeo. Sponsored by ABATE of Michigan. For info, write Box 1032, Dearborn, MI 48121, or call (313) 427-3244.

NEW YORK

Harley Rendezvous—June 23-25. For info, write RD 1, Box 221, Pattersonville, NY 12137, or call (518) 864-5659.

FREEDOM RALLY—July 22 in Saugerties in Jamesway parking lot on Rt. 212. Line up at 11 a.m. Ride, speech, party to follow. Sponsored by ABATE of New York, Ulster County Chapter. For info, write Box 298, W. Hurley, NY 12491, or call (914) 331-6713, or (914) 246-3170.

PENNSYLVANIA

ABATE OF PENNSYLVANIA'S STATE PARTY—June 16-17-18 in Hazen. Bands playing are 69 Band and Burnt River Band. Free beer. For info, write 85 Roberts Rd., Littlestown, PA 17340, or call (717) 359-7016.

UTAH

ABATE OF UTAH STATE PARTY—June 9-10-11. Sponsored by ABATE of Utah. For info, write Jim Baker at Box 520204, Salt Lake City, UT 84152, or call (801) 943-1306.

VERMONT

3RD ANNUAL SWAP MEET & BIKE SHOW—June 11 in Essex Junction at Champlain Valley Fairgrounds. Gates open at 10 a.m. Sponsored by Freedom of the Road. For info, write FOR-Vermont, Inc., Box 482, Montpelier, VT 05602, or call (802) 479-3597.

2ND ANNUAL MOTORCYCLE RODEO—July 23 in Milton at Birchwood Manor Trailer Park. Gates open at 1 p.m. Sponsored by Freedom of the Road, Northwest Chapter. For info, write Mike at 74 Meadow Rd., Milton, VT 05468, or call (802) 893-1191 after 4 p.m.

WASHINGTON

SPRING OPENER—June 3-4 in Olympia. Camping, food, beer, live music, and brotherhood. Sponsored by ABATE of Washington, Olympia Chapter. For info call Skooter at (206) 438-3394.

WEST VIRGINIA

ABATE'S 3RD ANNUAL CHILI BASH—June 16-17-18. Camping, bands, chili, bike show, etc. Sponsored by ABATE of West Virginia, Region 1, Bluestone Chapter. For info, write Box 782, Princeton, WV 24740.

WYOMING

WESTERN WYOMING POKER RUN—June 24 in Rock Springs. Sponsored by Harley Owners Group, Western Wyoming Chapter. For info, call (307) 875-5896.

In addition to these printed events, you can now get timely, accurate, weekly reports of events and parties in your state through your rag's new "What's Happenin'" Hotline phone number. Simply dial 1-900-234-BIKE; following the mysterious voice, punch in your state's two-digit number for a listing of scheduled scooter happenings.

The two-digit numbers progress alphabetically; for example, Alabama is first at 01, and Wyoming is last at 50. For a complete, numbered roster of states, check the What's Happenin' column every month.

900 Phone Number State Codes—Alphabetically

ALABAMA	01	LOUISIANA	18	OHIO	35
ALASKA	02	MAINE	19	OKLAHOMA	36
ARIZONA	03	MARYLAND	20	OREGON	37
ARKANSAS	04	MASSACHUSETTS	21	PENNSYLVANIA	38
CALIFORNIA	05	MICHIGAN	22	RHODE ISLAND	39
COLORADO	06	MINNESOTA	23	SOUTH CAROLINA	40
CONNECTICUT	07	MISSISSIPPI	24	SOUTH DAKOTA	41
DELAWARE	08	MISSOURI	25	TENNESSEE	42
FLORIDA	09	MONTANA	26	TEXAS	43
GEORGIA	10	NEBRASKA	27	UTAH	44
HAWAII	11	NEVADA	28	VERMONT	45
IDAHO	12	NEW HAMPSHIRE	29	VIRGINIA	46
ILLINOIS	13	NEW JERSEY	30	WASHINGTON	47
INDIANA	14	NEW MEXICO	31	WEST VIRGINIA	48
IOWA	15	NEW YORK	32	WISCONSIN	49
KANSAS	16	NORTH CAROLINA	33	WYOMING	50
KENTUCKY	17	NORTH DAKOTA	34		

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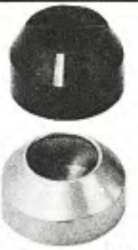

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FORK TUBES FOR BIG GLIDE 48-76 FLH 1200cc
$75.00 (w/spacers)
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- T4033, 2", chrome(2)
- T4002, 4", chrome (2)
- T1018, 6", chrome (2)
- T1019, 8", chrome (2)
- T1020, 10", chrome (2)

FORK TUBES FOR BIG GLIDE 77-83 FLH 1200cc
$79.95 (w/spacers & damper rd)
- T1260, stock, chrome (2)
- T1261, 2", chrome (2)
- T1262, 4", chrome (2)
- T1263, 6", chrome (2)
- T1264, 8", chrome (2)
- T1265, 10", chrome (2)
- T1266, 12", chrome (2)

FORK TUBE FOR 1984 & LATER FL & FXWG
$79.95 (w/spacers)
- T4068, stock, chrome (2)
- T4069, 2", chrome (2)
- T1337, 4", stock WG chrome (2)
- T1338, 6"/2" WG, chrome (2)
- T1339, 8"/4" WG, chrome (2)
- T1340, 10"/6", WG, chrome (2)
- T1341, 12"/8", WG, chrome (2)
- T1342, 14"/10", WG, chrome (2)

(FXWG tubes are 4" longer than stock FL tubes.)

FORK TUBES FOR SPORTSTERS 54-67
$75.00 (w/damper rd & washer)
- T4022, stock, chrome (2)
- T4023, 2", chrome (2)
- T1064, 4", chrome (2)
- T1065, 6", chrome (2)
- T1066, 8", chrome (2)
- T1067, 10", chrome (2)
- T1068, 12", chrome (2)

FORK TUBES FOR SPORTSTER L68-70
$75.00 (w/spacers)
- T4024, stock, chrome (2)
- T4025, 2", chrome (2)
- T1071, 4", chrome (2)
- T1072, 6", chrome (2)
- T1073, 8", chrome (2)
- T1074, 10", chrome (2)
- T1075, 12", chrome (2)

FORK TUBES FOR SPORTSTER/FX 71-72
$75.00 (w/ring & spacer)
- T4026, stock, chrome (2)
- T4027, 2", chrome (2)
- T1078, 4", chrome (2)
- T1079, 6", chrome (2)
- T1080, 8", chrome (2)
- T1081, 10", chrome (2)
- T1082, 12", chrome (2)

FORK TUBES FOR SPORTSTER/XL FX 73-74 Kayaba
$75.00 (w/spacer)
- T4028, stock, chrome (2)
- T4029, 2", chrome (2)
- T1134, 4", chrome (2)
- T1151, 6", chrome (2)
- T1152, 8", chrome (2)
- T1153, 10", chrome (2)
- T1154, 12", chrome (2)

FORK TUBES FOR SPORTSTER 75-83 XL, 76-83 FX (Showa)
$75.00 (w/spacers & damper rd)
- T4030, stck, chr 23¾" o.d. 1.375
- T4031, 2", chrome (2)
- T1212, 4", chrome (2)
- T1213, 6", chrome (2)
- T1214, 8", chrome (2)
- T1215, 10", chrome (2)
- T1231, 12", chrome (2)

FORK TUBES FOR SPORTSTER 84 & LATER FXRT
$79.95 (w/spacers)
- T4070, stock, chrome (2)
- T1333, 4", chrome (2)
- T1333, 4", chrome (2)
- T1334, 6", chrome (2)
- T1334, 6", chrome (2)
- T1335, 8", chrome (2)
- T1336, 10", chrome (2)

LEAK PROOF™ OIL SEALS
- 7227 Seals (2)..... 77-83 FL, ... 80-83 FXWG, FLT $11.60
- 7209 Seals (2) Showa forks... ... 75-83 XL, 76-83 FX $11.60
- 7201 Seals (2) .... 73-74 XL,
- 7201 Seals (2)..... 73-74 XL, ... 73-76 FX $11.60

CUSTOM FORK BOOT CAPS
- 28-072 FX 73-75, XL 73-74... (Kayaba)................ $7.96
- 28-073 FX 76-82, XL 75-82... (Showa)................ $7.96
- 28-080 49-76 B/Gld... $11.96

FORK BOOTS
- 6025-454 FX, FXE, FXS, FXFS
- 25-454 FX, FXE, FXS, FXFS &.. Sportr. 71-up $3.96
- 12-920 74-E77 W/Gld... $3.96
- 26-103 Kayaba fks, FX, FXE, FXS, FXFS 73-77, Spt. 73-74.. .... $3.96
- 26-104 Showa fks, FX, FXE,.. FXS, FXFS 76-up Spt. 75-up.. .... $3.96

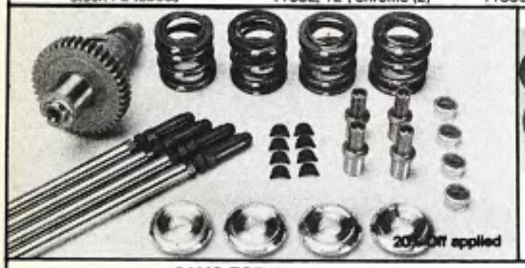
8 MM CLOSED PRIMARY — ELECTRIC START
- P-41-61 65-78 Spline Shaft, 1½" belt $206.40
- P-41-61A 79-84 Spline Shaft, 1½" belt $206.40

8 MM OPEN PRIMARY — KICK START O
- P-47-76-C 19377-54 Taper Shaft, 2" belt... $216.00
- P-47-76-F 1955-84 Spline Shaft, 3" belt... $216.00

8 MM OPEN PRIMARY — 74 & 80 KICK STAI
- P-47-76-E 1937-54 Taper Shaft, 3" belt... $216.00

8 MM CLOSED PRIMARY — KICK STAI
- PE-39-62 1937-54 Taper Shaft, 1½" belt ... $175.96
- PF-39-62 1955-64 Spline Shaft, 1½" belt... $175.96
- PL-40-62 1965-77 Spline Shaft, 1½" belt... $175.96
- PLL-41-61 1978-84 Spline Shaft, 1½" belt... $175.96

11MM BELT DRIVES
- P-31-47-1 37-54 Taper Shaft.............. $207.96
- P-31-47-2 55-64 Spline Shaft $207.96
- P-31-47-3 65-84 Spline Shaft $227.60
- P-31-47-4 65-84 Spline Shaft $223.60
- P-31-47-5 78-84 Spline Shaft $271.96
- P-31-47-6 Spline Shaft..................... $271.96
- EV-31-47-1 4-spd w/rear chain............ $228.80
- EV-31-47-2 4spd w/rear belt $228.80
- EV-31-47-3 5-spd w/rear chain............ $228.80
- EV-31-47-4 5-spd w/rear belt.............. $228.80



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CAMS FOR STREET AND DRAG APPLICATIONS

212011 J (48-69) .405 212020 J (70-77) .405 212030 J (78-84) .405	-.425 Mild street: Pans and Shovels, smooth idle, more power through RPM range. Bolts in with no head work.	$104.00
212103 H (48-69) .426 212108 H (70-77) .426 212112 H (78-84) .426	-.450 Bolt-in cam for Hydraulic lifters. More mid-range power for touring and all around riding on FL or FX. Smooth idle and low speed operation.	$104.00
212220 F (48-69) .450 212230 F (70-77) .450 212240 F (78-84) .450	-.470 Back by popular demand. Basically an A grind cam with delayed timing for no ping. Lots more power than stock.	$104.00
212270 A (48-69) .450 212280 A (70-77) .450 212290 A (78-84) .450	(.470 Pan) Street/drags: bolts into Shovels (except 80-81) with no head work. More mid range and high end power. Idle smoothness unaffected.	$104.00
212360 B (48-69) .485 212430 B (70-77) .485 212380 B (78-84) .485	(.507 Pan) Street/drags: much more mid range and high end power. Idle smoothness unaffected. THE cam for modified 74/80 inchers and small strokers. Spring spacing required.	$104.00
212420 BH (48-69) .450 212430 BH (70-77) .450 212440 BH (78-84) .450	(.470 Pan) Hydraulic version of a "B" cam. Usually a bolt-in, but spring spacing may be required.	$104.00
212510 6 (48-69) .510 212520 6 (70-77) .510 212530 6 (78-84) .510	(.535 Pan) Hotter version of B grind. Great street cam especially for 84/88 inch strokers: maximum torque available from 2500 to 6500 RPM.	$104.00
212600 C (48-69) .525 212610 C (70-77) .525 212620 C (78-84) .525	(.550 Pan) Best production cam made for big street engines. Strokers from 84 to 96 inches will really turn on with this cam. Broad torque range pulls from 2000-7000 plus RPM.	$104.00

CAMS FOR EVOLUTION ENGINES '84-PRESENT 20% applied

ANDREWS CAMS

Pt.#	Grind	Lift	Description	Price
291110	EV1	.485	Stk springs. Bolt-in touring cam for heavy bikes (FLHT etc.)	$112.00
291113	EV13	.485	Stk springs. Bolt-in cam for street or touring use with more mid-range and upper end power than EV1.	$112.00
291130	EV3	.495	Stk springs. Bolt-in cam for light bikes (FXRS, etc.). Lots more mid-range power. Idle smoothness unaffected. This is a 6000 plus RPM cam for stock heads and springs with hydraulic lifters.	$112.00
291135	EV35	.495 .530	Stock with travel set to .560. Combination grind for lighter bikes with great mid and upper end power	$112.00
291150	EV5	.530	Stock with travel set to .560. for modified stock or smaller stroker engines with stock and hydraulic lifters. 2800-6500 RPM range	$112.00
291170	EV7	.560	Stock with travel set to .590. For modified engines with larger strokers and/or head work. 3000-6500 RPM power range	$112.00
291190	EV9	.550	Stock with travel set to .590. Drag cams for large motors (92 plus in.)	$112.00

ANDREWS PUSHRODS

			Less 20%
240055	Aluminum Shovel pushrods & adjusters (4)	$40.00	$32.00
240030	Steel shovel pushrods max strength, hi-output (4)	$29.95	$23.96
244040	Steel shovel pushrod adjusters and locks	$14.95	$11.96
292110	Evolution pushrods, adjustable alum (4)	$40.00	$32.00
292140	Pushrodds for Evol, adjustable chrome-moly	$60.00	$48.00
292020	Pushrods for Evol sportster, adjust, alum, blk anod	$40.00	$32.00
292090	Pushrods for Evol sportster, adjust, chr moly hi-perf	$60.00	$48.00
240060	Aluminum pushrods for Sportsters	$34.95	$27.96
240040	Steel pushrods, max strength, sportster	$29.95	$23.96

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271100	High lift upper spring collars, alum (4) ... 74, 80	$24.00	$19.20
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Part #	Type	Head dia.	Stem dia.	Replaces Pt. No.	Price/Pr.	Less 20%
99010	Int.	1-15/16 stock	.3765 stock	18074-66	$41.80	$33.44
99011	Exh.	1¾ stock	.3745	18082-57	$41.80	$33.44

MANLEY VALVES FOR PANS 48-65

99028	Int.	1¾ stock	.3765 stock	180771-48	$62.40	$49.92
99011	Exh.	1¾ stock	.3745 stock	18082-57	$41.80	$33.44

Note: 99011 fits both Panheads and Shovelheads

MANLEY VALVES FOR SPORTSTERS 70-80

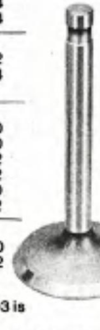
99000	Exh.	1-9/16 stock	.3385 stock	18080-58A	$59.00	$47.20
99001	Exh.	1-⅝ stock	.3385 stock	18080-60R	$59.00	$47.20
99002	Exh.	1¾ stock	.3385 stock	None	$66.40	$53.12
99037	Exh.	1¾ stock	.3385 stock	18080-70R	$66.40	$53.12
99003	Int.	1-15/16 stock	.309 stock	18069-65R	$59.00	$47.20
99032	Int.	1-15/16 stock	.309 stock	18070-70	$62.40	$49.92

MANLEY VALVES FOR SPORTSTERS 58-69

99000	Exh.	1-9/16 stock	.3385 stock	18080-58A	$59.00	$47.20
99034	Int.	1-13/16 stock	.309 stock	18070-58	$62.40	$49.92

Note: 99000 fits both 57-69 and 70-80 Sportsters.

Note: 99032 is the stock length of the valve supplied in the bike from the factory. 99003 is the length of the Harley "R" valve which is .080 longer than 99032.



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The Sensible Cure For Snake Bites

by R.M. Niles, M.D.

Thanks to Michael Sivilli for submission of text.

Illustration by George DiLucca

The fear of snakebites has often marred what otherwise would have been an enjoyable outing. And even the author confesses a certain respect that verges on timidity in the presence of His Royal Highness the Rattler. However, like many other residents of the wilds, the rattlesnake and his poisonous congers have been maligned.

Wantonly and with malice aforethought, the rattlesnake will not strike. Almost always he "rings the bell" in ample time to avoid undue proximity. During the season when he is discarding his old skin for a new suit, he is sluggish, partially blind, and liable to strike with little or no warning. And after a hearty meal he is less prone to flee from a disturber. Yet, as a rule, all wild things avoid contact with their arch-enemy, man. And poisonous snakes are no exception to the rule.

But granted that if one is in snake country, and has had the misfortune to have been bitten:

First, kill the snake if possible.

If the snake has rattles, of course he is poisonous. Anyway, examine his mouth for fangs.

All venomous snakes have teeth designed by Nature expressly to inject venom. These specialized teeth normally are folded back under the reptile's upper lip. When he is aroused to anger, he brings the fangs into a position at right angles with his upper jaw, by exerting muscles provided for that purpose. When he strikes—he does not bite—the poison, which is contained in sacks at the base of his fangs, is injected into the victim's flesh much as a physician injects a patient with a hypodermic syringe. A knife-blade or toothpick is sufficient to pry down the poison-injecting teeth.

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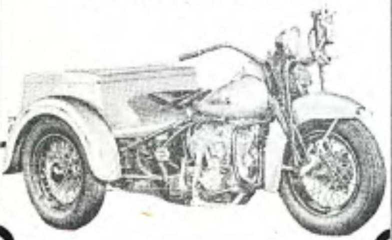

The latter are very delicate, being long, curved and hollow.

And if he has no fangs, the snake is not poisonous.

After years of careful observation and painstaking inquiry, during which no evidence at all questionable has been considered, the writer has become convinced that fully as many people are killed by fright or improper treatment of snakebites, as die from actual effects of a bite itself.

Being reasonably certain then that a dangerous snake has inflicted a wound—

1. At once enlarge the wound so that free bleeding takes place.

"As a rule, all wild things avoid contact with a man. And poisonous snakes are no exception."

2. Tie a cord—shoestring, handkerchief, fishline, or strip of clothing—closely between the bite and the body.

3. Place a stick in the loop, and twist the cord tightly about the part. If the wound is on the hand or foot, two or more cords may be used.

It is important to tie the cord loosely and twist it with a stick, rather than to try and tie it tightly about the part, because the pressure can be controlled much better by the former method. And circulation must not be completely arrested for any considerable time, or gangrene may set in. Here, again, much damage is frequently done by too-heroic treatment.

The idea of ligating the part is to make the poison enter the system slowly, so that the patient will not be overwhelmed by an immense quantity flooding the circulation at once. By alternately tightening and loosening the ligature, the poison is allowed to reach the vital centers gradually. And given enough time, under ordinary circumstances the system itself is able to cope with such poison successfully.

Whiskey has long been advocated as the true specific for snakebites. "One poison kills the other," an old hunter once informed me.

Emphatically, this is not so.

Doctor Lane, of Las Cruces, New Mexico informs me that in his experience, whiskey has proven itself worthless, except in moderate doses as a cardiac tonic. Snake venom depresses the heart. Alcohol in small or medium doses is a heart stimulant. But large doses of alcohol depress the heart and are detrimental.

Mexicans say that if you eat the snake that bites you, its poison will be neutralized. The writer once saw a Mexican boy who reached into a hole after a wounded rabbit. But instead of the rabbit, he brought out a little rattler fast to his thumb. The boy's companion ligated the arm, sucked out the wound, and they started for home. According to tradition, the victim commenced to masticate the reptile as soon as it was dispatched. He had about three miles to travel, and when he arrived at the doctor's office the snake looked like a badly abused carpet rag.

The wound was opened and allowed to bleed freely, then washed out with a solution of potassium permanganate and dressed with gauze wet with the same liquid. A prompt recovery, without untoward symptoms, was the result.

Doubtless, horror often has a very detrimental effect on the victim of a snakebite. Fright has a depressing action upon the entire system, and much of the good attributed to alcoholics in such cases has probably been due to the courage—or oblivion—inspired by bold John Barleycorn. Bromides and opiates are really of more value for such purposes than alcohol. However, the writer admits he would not refuse a nip of old bourbon if bitten by a rattler—and if the snake were big he might be persuaded to take a second one.

Snake venom is harmless unless introduced into the circulation. One may swallow it with impunity. Hence there is no danger to a comrade of a snakebite victim who sucks out the bite, provided his lips and gums are sound. A cracked lip or sore gum might offer a port of entry into the circulation, and cause trouble.

An old guide and hunter, who had captured so many rattlers that he was known as "Rattle Snake Pete," informed me that he had several times cured himself of their bite by simply sucking out the wound and applying a poultice of swamp mud. Another local celebrity, who had the reputation of being a "snake doctor," and never losing a case—when called soon enough—always gathered his remedy on his way to see the patient. After his death his son published the remedy in a local paper. His "specific" was composed of bruised leaves of the common plantin (plantago major)

applied freely and frequently.

Calmette, of Paris, has devised a serum similar to that used in diphtheria, which he calls "anti-venine." It is made by injecting animals with increasing doses of venom, until they become immune to very large doses of it. A protective agent is meanwhile developed in the blood of the animal treated. Calmette's serum has been used with marked advantage in India, for treating cobra bites. It has also been employed successfully in the treatment of rattlesnake bites, as well as for wounds made by other venomous reptiles.

To sum matters up:

Don't get scared when snakebitten. Do not pour an unreasonable amount of alcoholics down your throat. Open the wound freely; make it bleed. Suck it out if your mouth is healthy. Ligate between the bite and the body. If there is plenty of room, tie two cords around the part, leaving several inches of interval between them. Wash out the wound with a strong solution of potassium permanganate.

And if you are really going in for snakes, have your physician get you a good hypodermic syringe, and let him instruct you how to use it. Have a medical friend get you some tablets of permanganate of potash, and some tablets of cocaine, morphine, and strychnine. Learn how to make a sterile solution. Label each bottle with its proper dose. Carry a small sharp lance in your outfit. A small vial of boiled water and a silver spoon complete a practical and anti-snake kit.

A small injection of cocaine makes free incision of the bite painless. An eighth to a quarter grain of morphine will allay terror, reduce pain, and stimulate the heart. Strychnine is to be used only in case the heart becomes very weak and the patient's condition critical.

And be sure you understand your physician's instructions before you plunge into snake country. Write them down and read them over frequently, so that when the emergency arises you will act promptly, correctly, and intelligently. If you do this you can probably avoid mistakes which might be fully as dangerous to yourself, or whoever your patient happens to be, as the bite of the snake.

This story, reprinted from the August, 1917 edition of Forest and Stream, *gives some old-fashioned and out-of-date remedies for poisonous snakes and snakebites. The modern remedy for anything as serious as a rattlesnake bite is: try to suck the venom out of the wound and get thee to a hospital emergency ward pronto, where the doctor will likely give you an injection of specific antibodies generically called anti-venin.* ■

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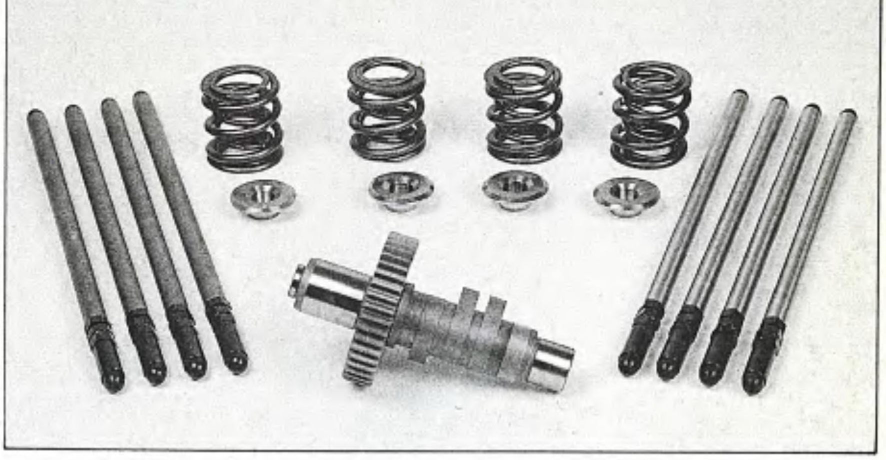

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Anyone knowing Debbie DeRush please let her know her Lone Wolf still loves her. I am at San Quentin but soon to be heading down south to Tehachapi. My love for you is still here and strong. Were the words you spoke in your letters real or bull? I need to know. I love you my Lady Wolf. Love you, Lone Wolf. (193)

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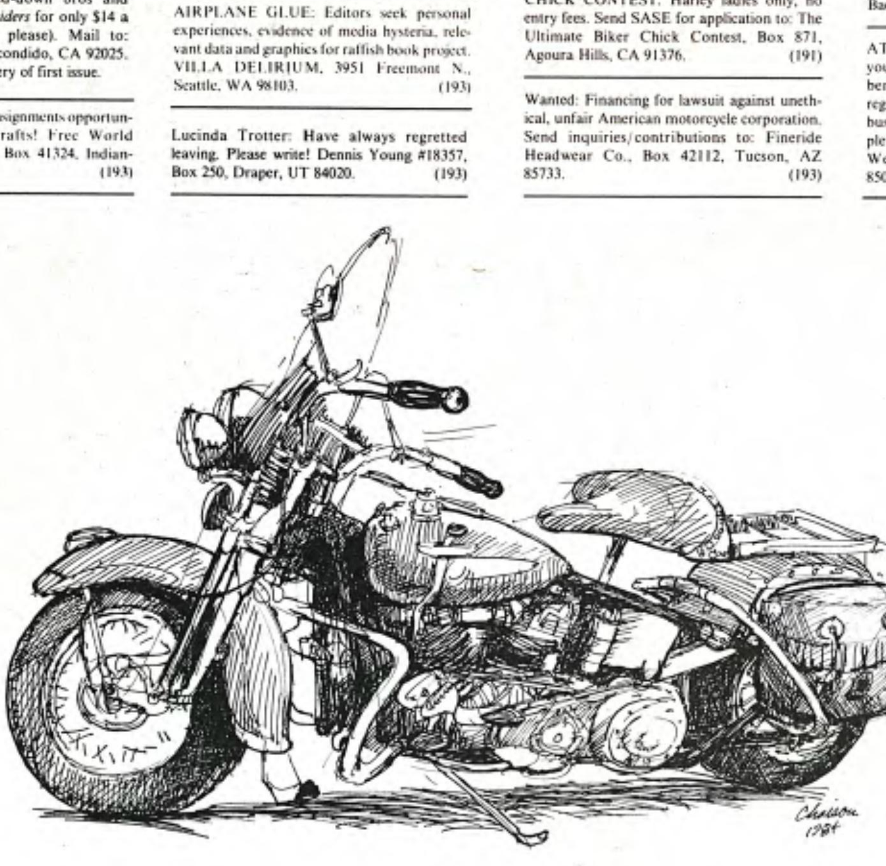

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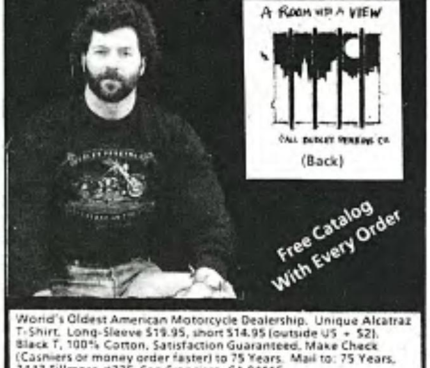

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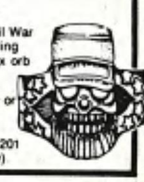

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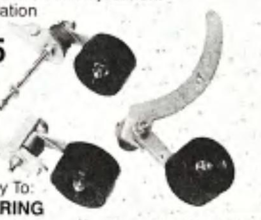

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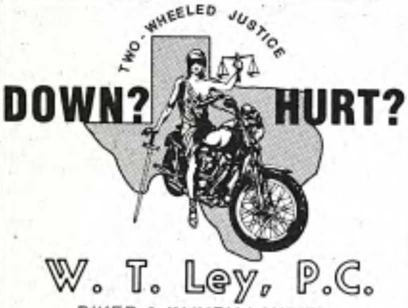

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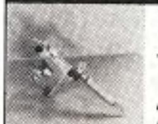

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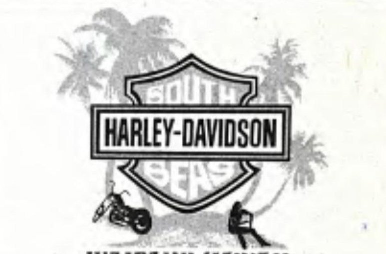

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CHILLICOTHE RUN

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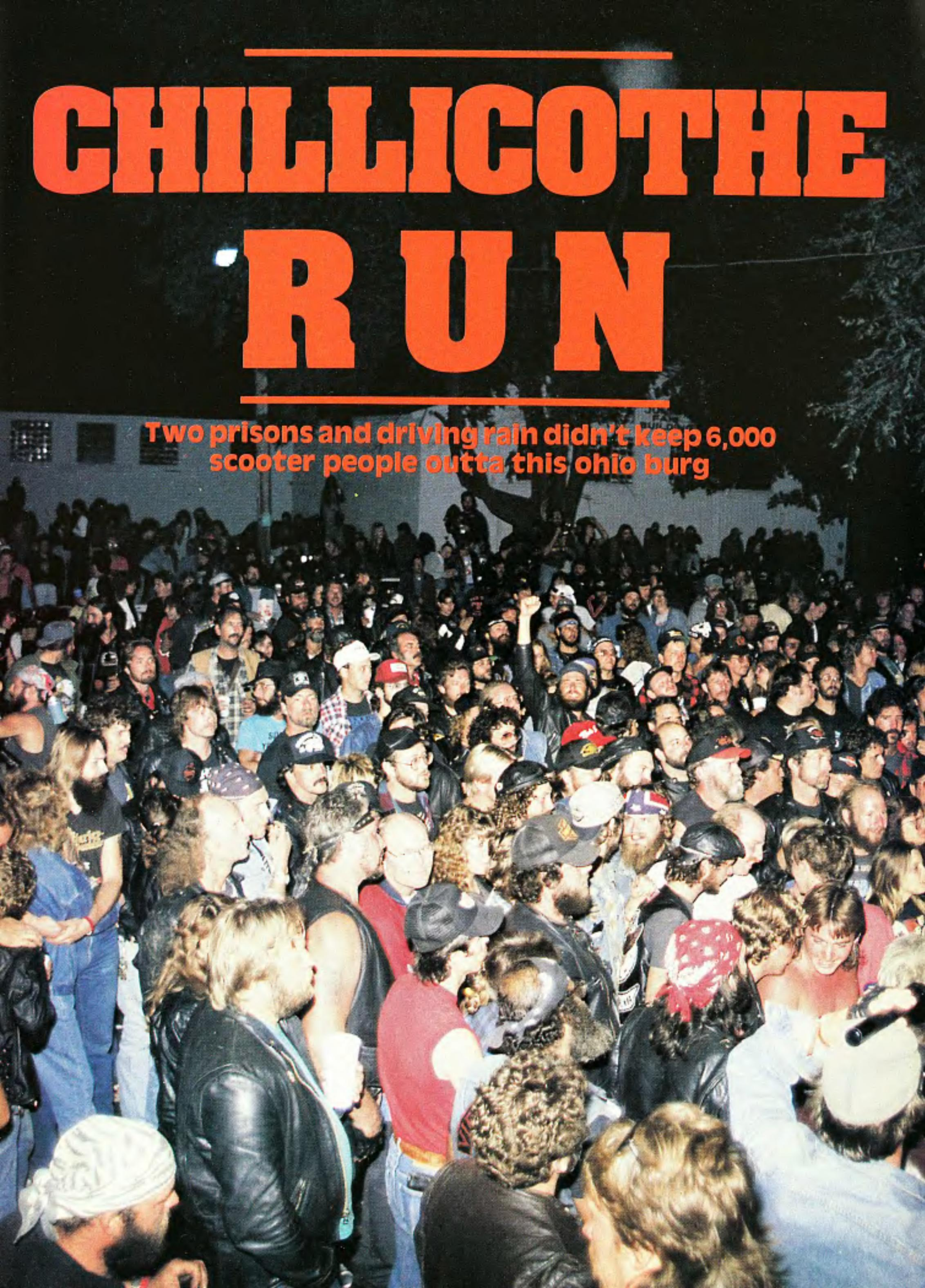

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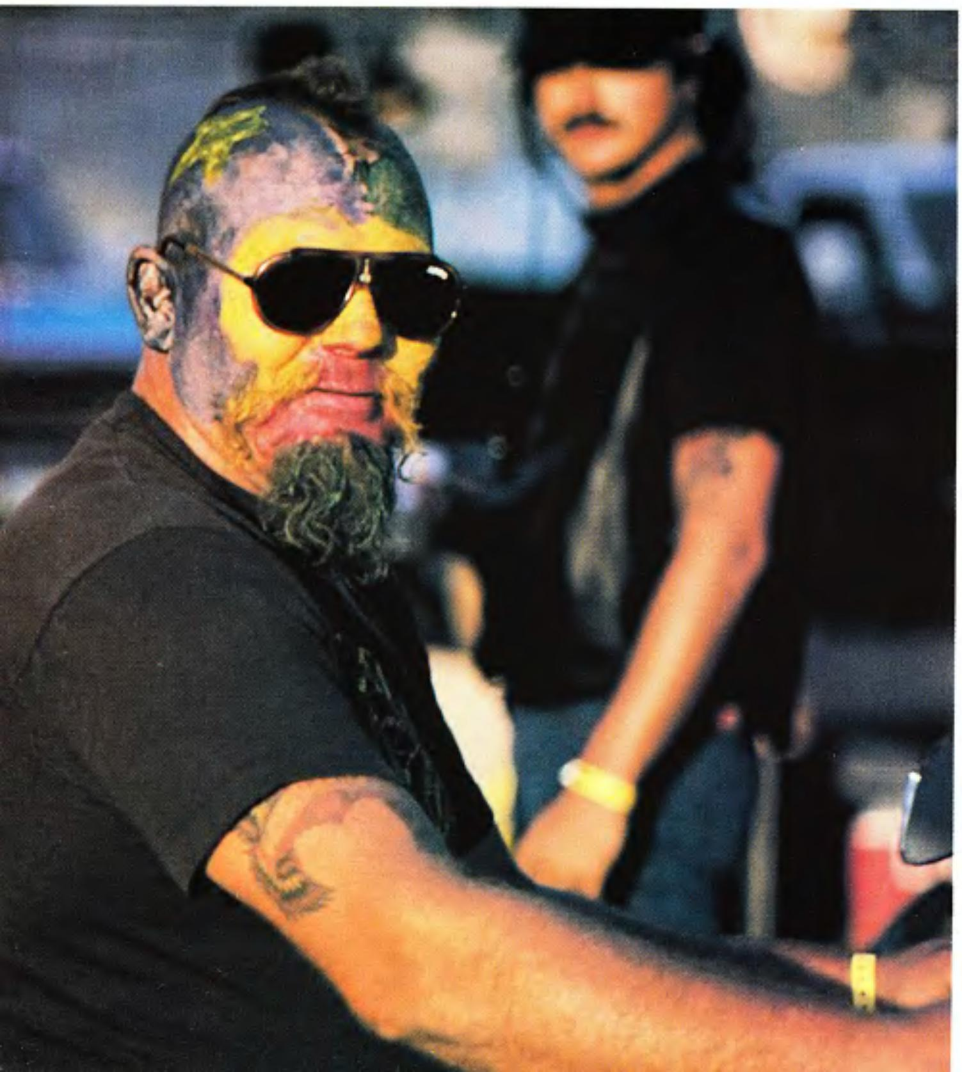
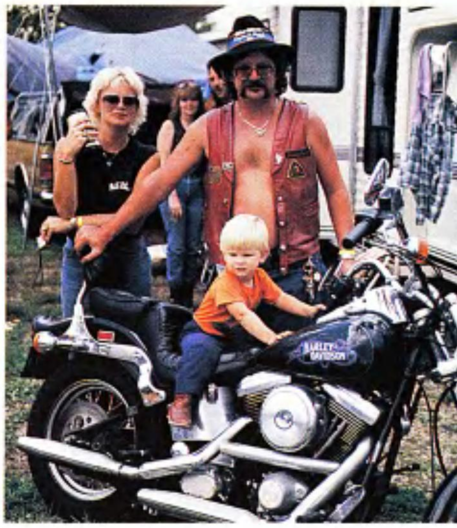
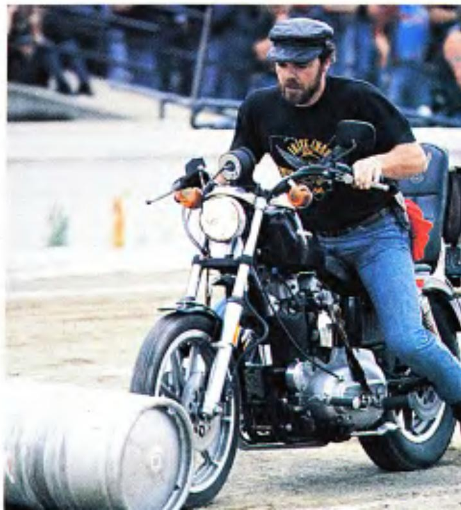
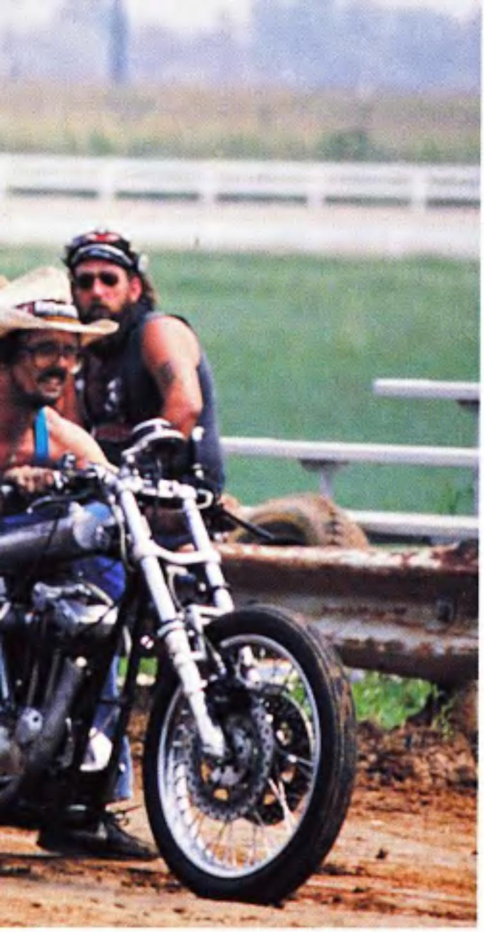








CHILLICOTHE RUN

It was held on a drizzly weekend, early in September of last year—the Labor Day holiday. The clouds lumbered in as the riders were arriving along Highway 104 near the two Chillicothe correctional work-farms. Maybe those thick cumulus clouds could dampen an incoming rider's day, but the whole event was awakening the free spirit in a few thousand inmates who shoved their smiling mugs up against bars and fences to catch a glimpse of the riders as they started to converge on the Ross County Fairgrounds for a long weekend of rock 'n' roll, revelry, and rodeo madness.

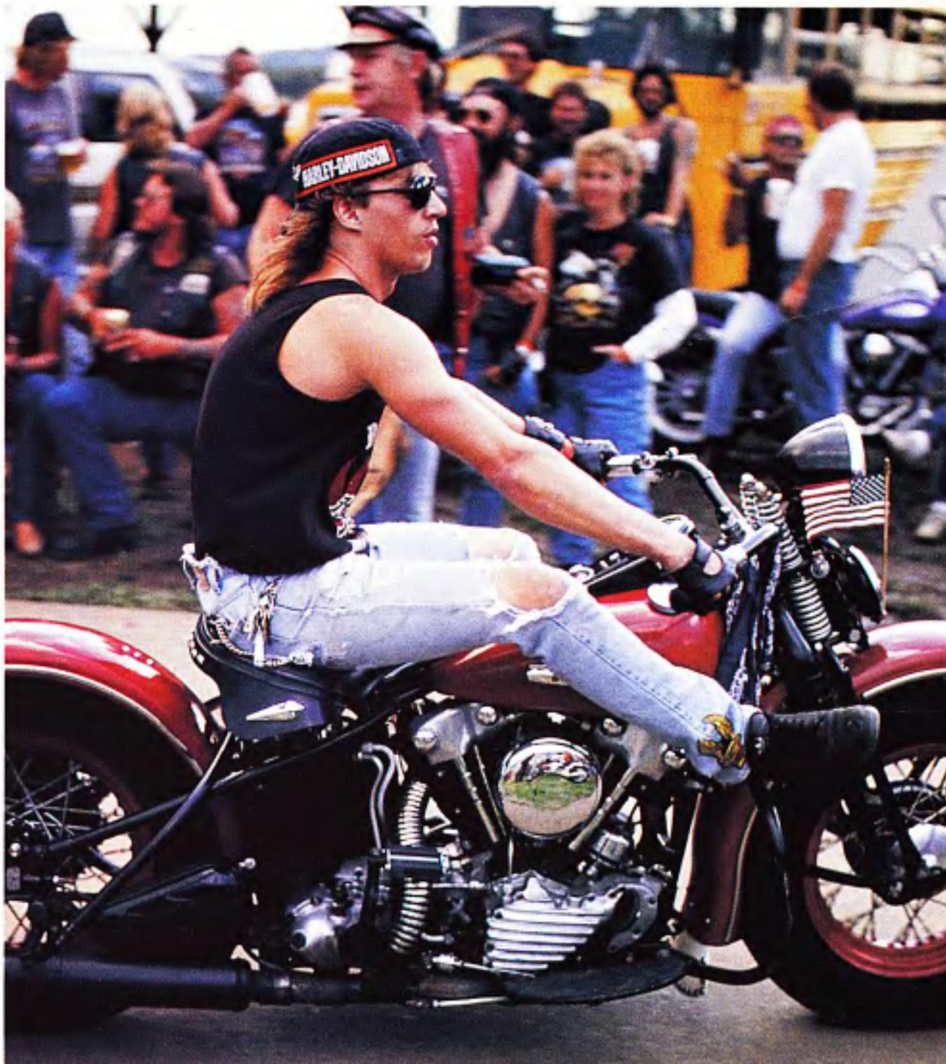
Friday night meant settin' up camp, havin' a few brews, gettin' to know the fellow rain-riders and watchin' with trepidation as the clouds gathered like some kind of godly weight-lifter pumping up for a Saturday meet.

The marathon was a fiery one as Saturday kicked to life with a clap of thunder, a fistful of lightning, and a solid downpour that lasted through the entire day and into the night, dropping an inch and a half on the still-incoming riders. The prisoners kept cheering them on into the night, when the bands were forced to move inside a fairground building, and set up the sounds contiguous with the ride-in bike show. The first band, Teaser, rocked the building and then a country band soothed the soggy riders into the evening.

This Ohio gathering was watched over by a group of concerned brothers from the Cincinnati area (located about a hundred miles west of Chillicothe), who were all members of ABATE/Concerned Motorcycle Riders of Ohio.

Farmer, a longtime rider and owner of Farmer's Leathers on Route 42 in West Chester, is the deputy state director of the organization and a big sonovabitch who carves leather as easily as I cleave a baked potato, 'cept he does it with finesse. I've seen some of his work with people and with cowhide and he knows what he's doing. (He carves the leather, not the people!)

But Farmer, Chuck, Randy and



CHILLICOTHE RUN

their people did a helluva job, and if they are representative of whom Ohio riders have reflecting their concerns in the Capitol, then they have a strong wall of dedicated brothers standing tall against restrictions in their state.

A couple of other outstanding stars came out the Chillicothe mudhole. The girl who won the Trophy Girl Contest was last issue's Fox Hunt winner. And the issue before last, the Dave Mann centerspread featured a trike puller with his S&S carb on fire as the bike did a wheel-stand yanking the sled out of the mud. Well that Mann creation was inspired by Mark Lane in the Chillicothe mud. It actually happened, and Mark—with his wheel in the air and his eyes as big as gas caps—has been forever tagged "Fireball Lane" after his Ohio stunt.

So the rain didn't slow any element of this event down. As the sun came up on Sunday, so did another 2,500 riders. The rodeo romped, the bike show sparkled and the bands played into the night in the outdoor gazebo.

And the villagers of little Chillicothe endured an event they had never experienced before, and enjoyed it. Ten of the twelve town board members voted in favor of having the event back. The local chamber of commerce took a poll of local merchants, and the majority by far were in favor of the return of an event that figured to inject about $700,000 into the local economy in one long weekend. Sue Caser of the Ross Chillicothe Convention and Visitors Bureau said, " We are delighted with the decision to bring the rodeo back in 1989 and we would like to extend an offer of any assistance we can to help promote the event locally."

The survey of local merchants and politicos showed that there's still prejudice against bikers, but in general scooter people have made major strides in changing the way small communities view biker events. The townspeople make money, receive needed recognition and generally don't have as much trouble as they do with many other events.

—Wilburn Roach

Photos by Billy Tinney and Smokey

And the winners are . . .

Slow Race		
1st:	Len Bogert, New Tripoli, Pa.	$100
2nd:	Ray Tewksbury, Tampa, Fla.	$75
3rd:	Tim Warner, Washington Court, Ohio	$50
4th:	Gary Freel, Ames, Iowa	$25
Wienie Bite		
1st:	Gary Freel and Missy Robinson, Ames, Iowa	$100
2nd:	Bob Ritchie and friend, Granada Hills, Calif.	$75
3rd:	(tie) Tim Warner and friend, Washington Court, Ohio	$25
3rd:	(tie) Ed and Maggie Bean, Hillsboro, Ohio	$25
Potato Haystack		
1st:	Ray Tewksbury, Tampa, Fla.	$53
2nd:	Tim Warner, Washington Court, Ohio	$40
3rd:	Bill Roland and Mare, Woodbridge, Va.	$27
4th:	Gary Freel, Ames, Iowa	$13
Keg Derby		
1st:	Tim Warner, Washington Court, Ohio	$73
2nd:	Gary Freel, Ames, Iowa	$55
3rd:	Paul Warner, Julian, W.Va.	$36
4th:	Jerry Cable, Ames, Iowa.	$13
Barrel Race		
1st:	Bob Mooney, Canoga Park, Calif.	$53
2nd:	Gary Freel, Ames, Iowa	$40
3rd:	Tim Warner, Washington Court, Ohio	$27
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3rd:	(tie) Bobby Torres, Sanger, Calif.	$30
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3rd:	(tie) Tommy Jenson, Cincinnati, Ohio	$50
3rd:	(tie) Harry Watmuff, Attica, Mich.	$50
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1st:	Ray Tewksbury, Tampa, Fla.	$595
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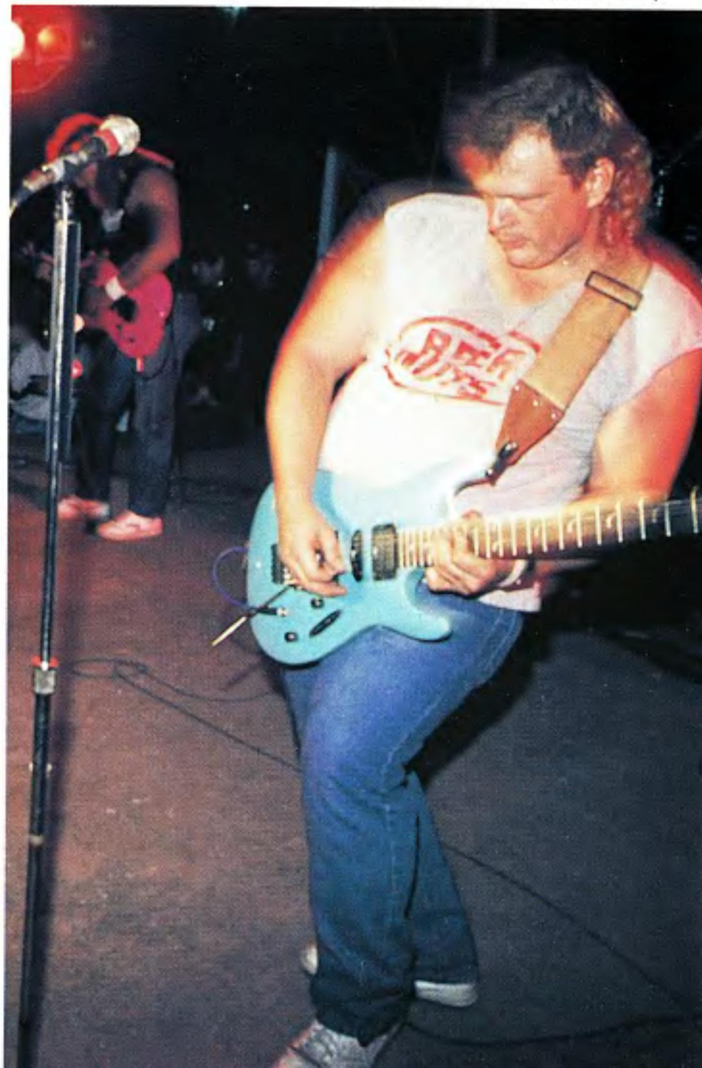
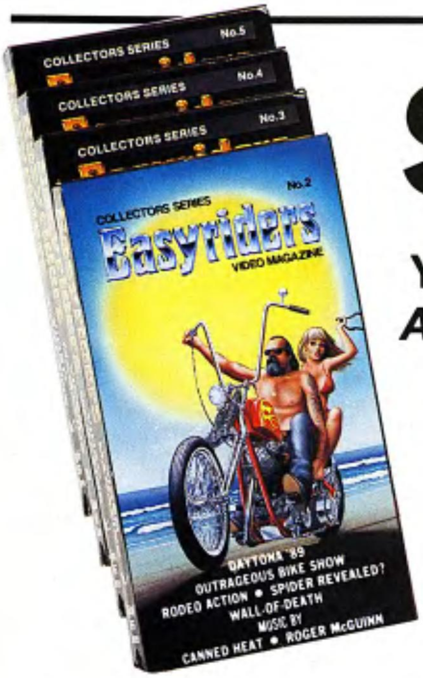
2nd:	Barry Wright, Neon, Ky.	$30
3rd:	Rick Beirs	$20





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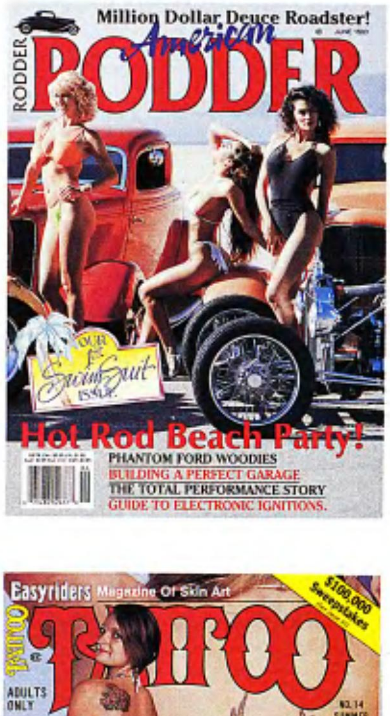

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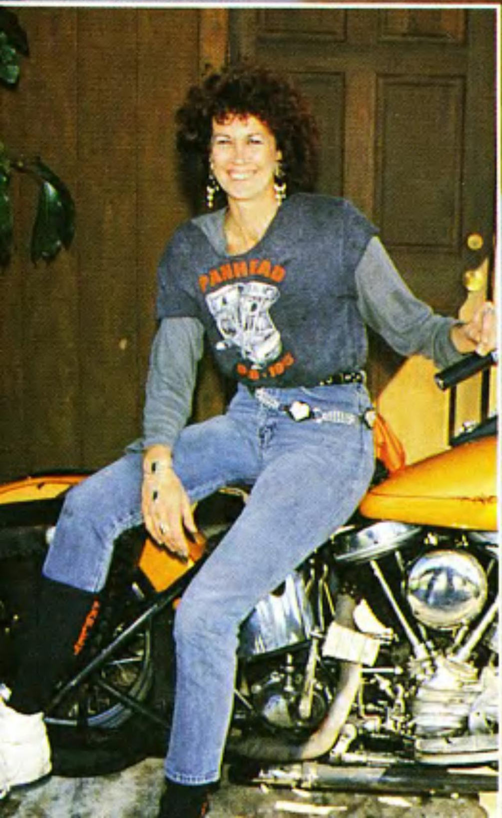
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RIP'S RUN

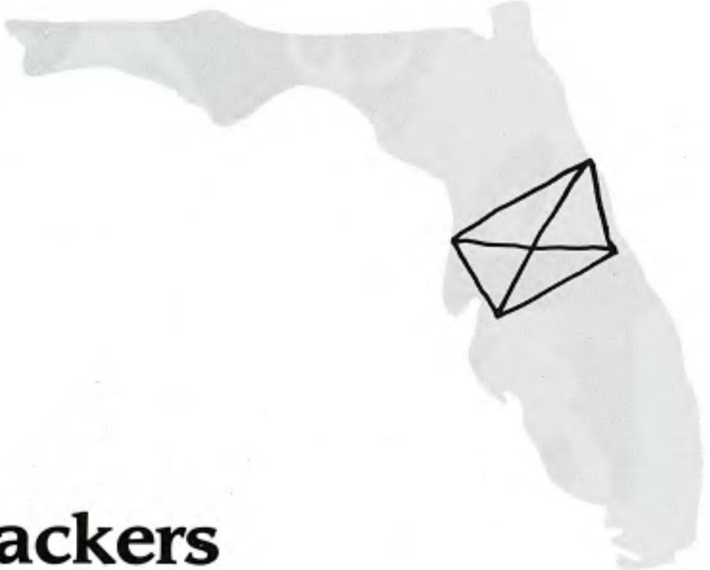


Photo by Smokey

Crackers

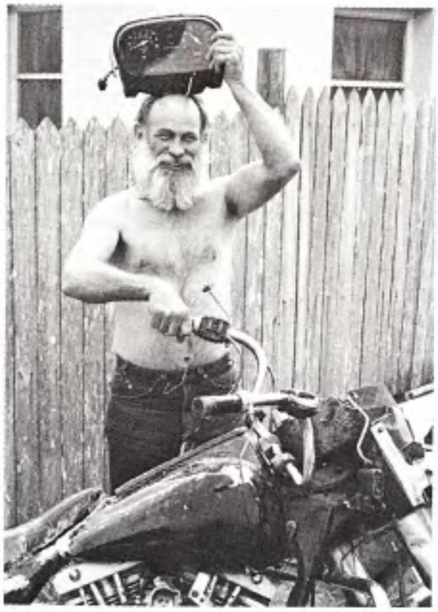
Greetings, salutations, and howdy. In last month's issue, Baby and I had putted to Orlando, Florida, to await the *Easyriders* rodeo crew and friends. (Baby is my 1988 candy brandywine FLHS Electra Glide Sport.)

Going east of Orlando I stopped in Oviedo, Florida, a small town about 20 miles from the Atlantic Coast. I had heard of a little red Harley-Davidson roadster there. That's it on the color page. It's one of a kind, hand-built by Jim's World Of Wheels. This unique machine will be featured in a later issue.

While in that vicinity, Baby and I cruised by Scott Smith's Harley-Davidson of Longwood, Florida, also known as Harley-Davidson of Seminole County. They are located on 490 W. Highway 434 in Longwood, just north of Orlando.They have been at this location for about two years and can take care of all your Harley needs. Pay them a visit; these are good folks.

Near the end of last month's column I had said that I was staying with Tramp Bob and Diane. I wrote about what a character Bob was. Well, to update you on his further exploits, let me relate Bob's trick riding performance. That is, while I was in Melbourne, Florida, visiting old friends, Bob was involved in an accident. He's all right but the same can't be said about his ride.

It seems that he was cruisin' down the highway feeling good, passing a brew back and forth to another rider,



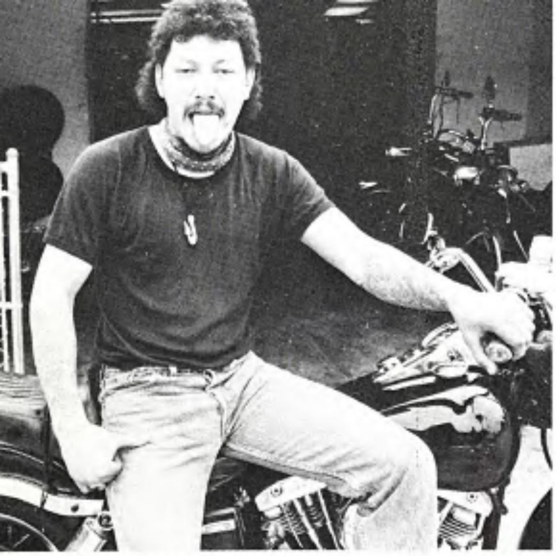
Tramp-Bob, the lucky dog.

Panhead and his ol' lady, Vero Beach, Fla.

when his front wheel struck the rear wheel of his riding companion. The bike threw both him and his passenger into a ditch, taking out a roadside mailbox that was located on a cement column. The blow knocked him out momentarily. His dresser continued down the ditch unassisted, doing not one, but two endos. The first one was cool cause all it hit was air. The next somersault wiped out the handlebar risers and crushed the trunk. It wasn't a pretty sight.

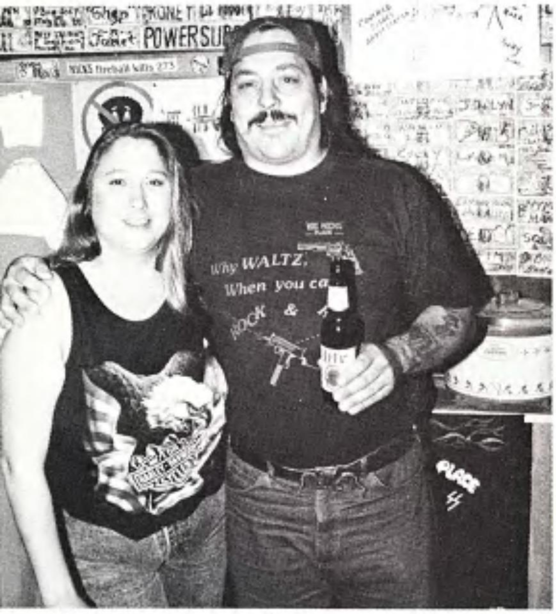
Bob was taken to a local hospital to be X-rayed. The doctor said his helmet saved his head from being crushed and then in the next breath he said that the helmet was also responsible for the damage to his neck. Bob walked around like a robot for awhile, unable to turn his head up, down, or sideways.

My trip to Melbourne, Florida, on the Atlantic Coast about 40 miles southeast of Orlando, was to visit with Rogue, a pal from way back. We are talking close to fifteen years. Rogue works for Dennis, owner of H.M.W. in Melbourne, and is a technical writer



Woody at H.M.W. in Melbourne, Fla.

House party at Palm Bay, Fla., Dirty and friends.



At Big Nick's Place. Barmaid Denise Olson and Big Nick.

At H.M.W. in Melbourne, Fla. Left to to right: Rogue, Dennis, Bill.

Don McSweeny from Fairbanks, Alaska in Tampa, Fla.

H-D of Seminole County in Longwood, Fla. Back row left to right: Chris, Mike, Steve, Van. Front row left to right: Dale, Scott, Teri, Glenn, John.

Wendy, on her nice ride.

Being entertained out behind Smiley Tap.

for *Easyriders.*

It was at H.M.W. that I met Woody, a Moari (native) from New Zealand. He had recently bought an FLH from Dennis, on which he got one hell of a good deal. Woody works in London, England, for a petroleum company.

While in town Rogue showed me some of the local color. We went by Darryl's Westside Lounge. There I met many of Rogue's friends. They are all good people.

The next weekend I rode down the coast to a party with some riders whom I had met in Palm Bay, a suburb of Melbourne.

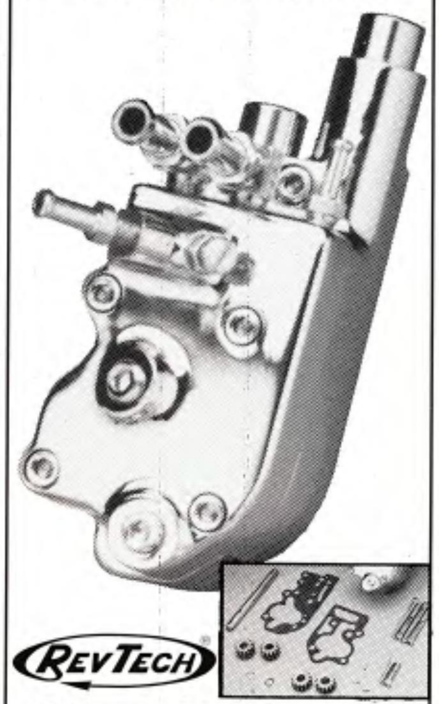
Speaking of which, that's where Judy—an electrician with the handle, "The Electric Lady"—hails from. That's her on the color page. She has a couple of Harleys. Her favorite is this panhead. She had a suicide clutch on it till last Christmas when she received a chrome rocker clutch from Rogue as a present. She built the pan by herself, with a little help from her friends.

A few of the local riders and I rode south down the coast to Panhead's house in Vero Beach. Panhead, the owner of Vero Custom Cycles in Vero Beach, was having a birthday party for himself and five of his favorite customers. We ate wild boar, venison, and gator tail. I've got to say that folks in Florida do know how to party. They will roast a hog in a heartbeat. The beer was frosty cold. I had a great time; thanks.

The following weekend, Baby and I rode north to Daytona for Bike Week. Riders had started coming in from all over the country. We rode to Smiley's Tap for still yet another hog roast. I ran into Mike, an old buddy from Connecticut, and Rick the Flick, our resident video producer. Rick was scouting locations to shoot for *Easyriders'* next video. Look for it shortly.

(Hey, you may be in it without knowing it; wouldn't that be something? I sure like our first one—it's a class act, much better than some of the shit that people are passing off as biker stuff.)

CONTENTS UNDER PRESSURE



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At the Warlock MC clubhouse in Lockhart, Fla.

Photos by Rip

The picture of the alligator was taken at Gatorland Zoo on U.S. 17-92. They have gators by the thousands, and also a few crocodiles. I found it interesting, particularly the show that they put on. It's called the jumparoo, where gators are hand-fed.

I'm not gonna write too much about Bike Week in Daytona since we will be doing a feature on it in our ***In The Wind*** book.

After leaving Daytona, Baby and I rode over to the west coast. The west coast of Florida, that is. Tampa, to be more specific. A reader, Larry Burnham, had written Rip's Run last year saying that if I ever get to Tampa to check out Big Nick's Place. They are located at 7123 N. Rome Ave. Nick's is a neat biker bar with good people and good attitudes. They have quite a few barbecues and lots of runs that start or end up there during the year.

It was at Nick's that I met Don McSweeny from Fairbanks, Alaska. He had come down for a vacation and had already had an accident and caught a D.U.I. I guess you could say that he was having too much fun. He gave me shelter that night.

The next day I met Izzo and Wendy. Izzo lives in Shady Hills, Florida, which is north of Tampa. Izzo used to putt a Sporty, but after five years she switched to a 1979 Super Glide. She said she "likes the Super Glide better for those long trips. More comfort, more power," although her S-Glide now needs a little help on the top end, "probably guides and valves."

Wendy is a tattoo artist and rides a rigid shovelhead, which she built herself. Yeah, right down to the flywheels. What's this world coming to? Keep it up baby, you're tough enough. A lot of dudes would give their left gonad to be up on a ride like yours.

Thursday of Bike Week, after calling the racetrack and being assured that the AMRA drag races would go off as scheduled, Baby and I rode to Speed World in Orlando. It didn't happen due to wet conditions. I feel bad for the guys that pulled their equipment from all parts of the country for this event. Particularly the fuel pilots. The weather is something no one has any control over.

After the drag races were called off, I climbed into the Gilmore motorhome and got blitzed. There wasn't anything else to do since the weatherman wouldn't, or I should say couldn't, cooperate. We got twisted and were almost the last people to leave the pits.

On the way back to Daytona I stopped by the Warlocks MC clubhouse in Lockhart, Florida. They were in the midst of their 10th Annual Bike Week 1989 Blowout. I hung around for a few hours taking pictures. I also met a few members of the Hawg Ridin' Fools MC. I had a good time with these folks before moving on.

Back in Daytona on Friday, it was qualifying time for the rodeo participants. Later that night I dropped by to visit with our troops and to check out The Burnt River Band, and also The Tim Bachman Band. They were both equally hot although the weather wasn't. We had a good rodeo, all things taken into consideration. Roger McGuinn and David Crosby played well the next evening. Then before you knew it, Bike Week '89 was over.

In two years the classic in Daytona will celebrate the big five-oh. That will

Izzo from Shady Hill, Fla.

Daytona police doing what they do best.

be in 1991. That, from all indications, should be a good ol' good one. In 1990 it will be Sturgis' 50th Anniversary. At the same time, we at *Easyriders* will be celebrating our 20th year; look for a big party from us. And don't forget we will have another rodeo in Sturgis this year (see back cover).

Well, enough of this drivel. I've gotta leave room for the pictures. Readers, this is the part of the column where I ask for mail. I'm looking for places to guzzle brewskis, scarf good grub, or scope out neat bike shops. I mean, if you know of any of the above-mentioned places in or around your neck of the woods, I would like to hear of them so I can possibly come by to take pictures and write about them. That's so the rest of our readers can be clued in on your particular area.

Bikes are for riding, but it's nice to stop some place where you are welcomed, and ain't that what it's all about? I mean we are all in this together; let's share the brotherhood. Let's keep it alive. Until then. Write to Rip's Run, Box 3000, Agoura Hills, CA 91301. ■

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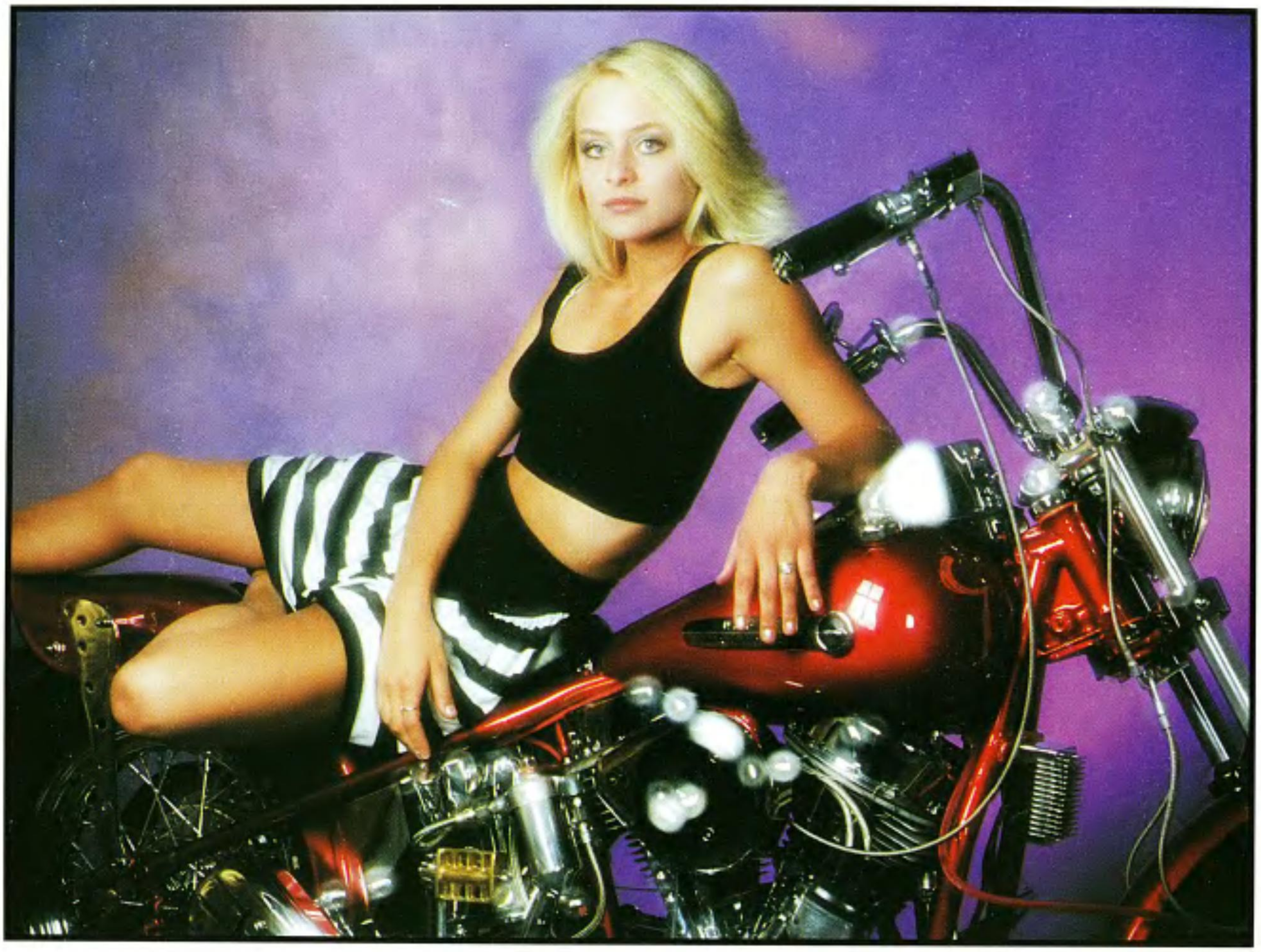
PANHANDLE PANHEAD

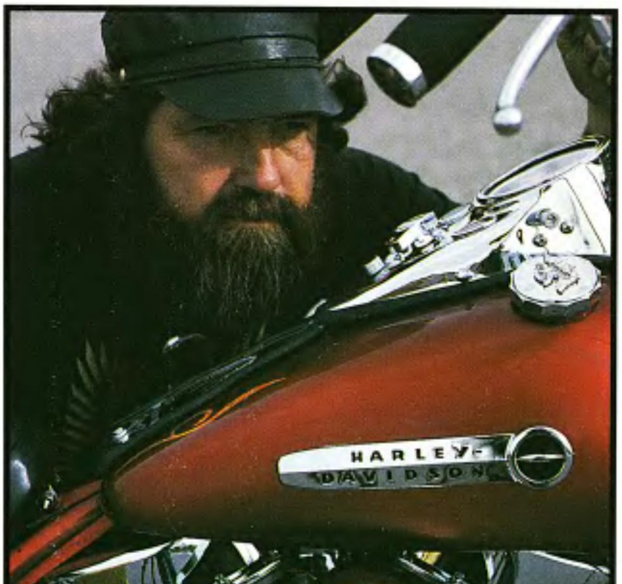
This is Delbert's easy chair.

This feature really oughtta, an' rightfully shoulda been written by our former main copy man Savage, or at least one of his Texas brethren, like Hoss, or Pizzaman, or any of his other bubbas. Unfortunately, before we could give ol' Sav the assignment, he and his '63 pan got themselves mashed on the Pacific Coast Highway one daydreamy Sunday afternoon. The broken leg is healing, but he's forced to go back to his home on the range in mighty "Tejas" to do some recuperatin', and rebuild his own panhead.

But believe me, he woulda

HARLEY-DAVIDSON
MAR
4ZC 778

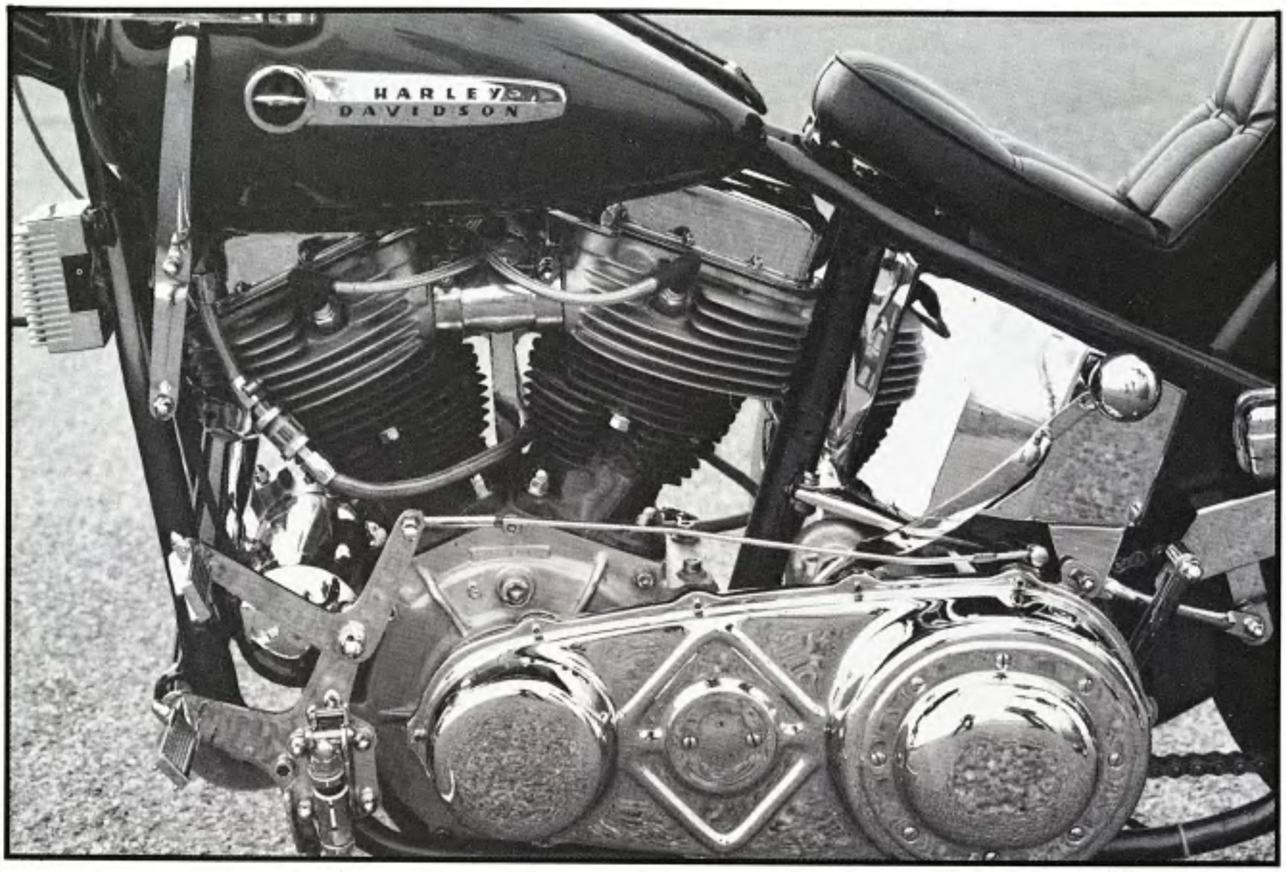




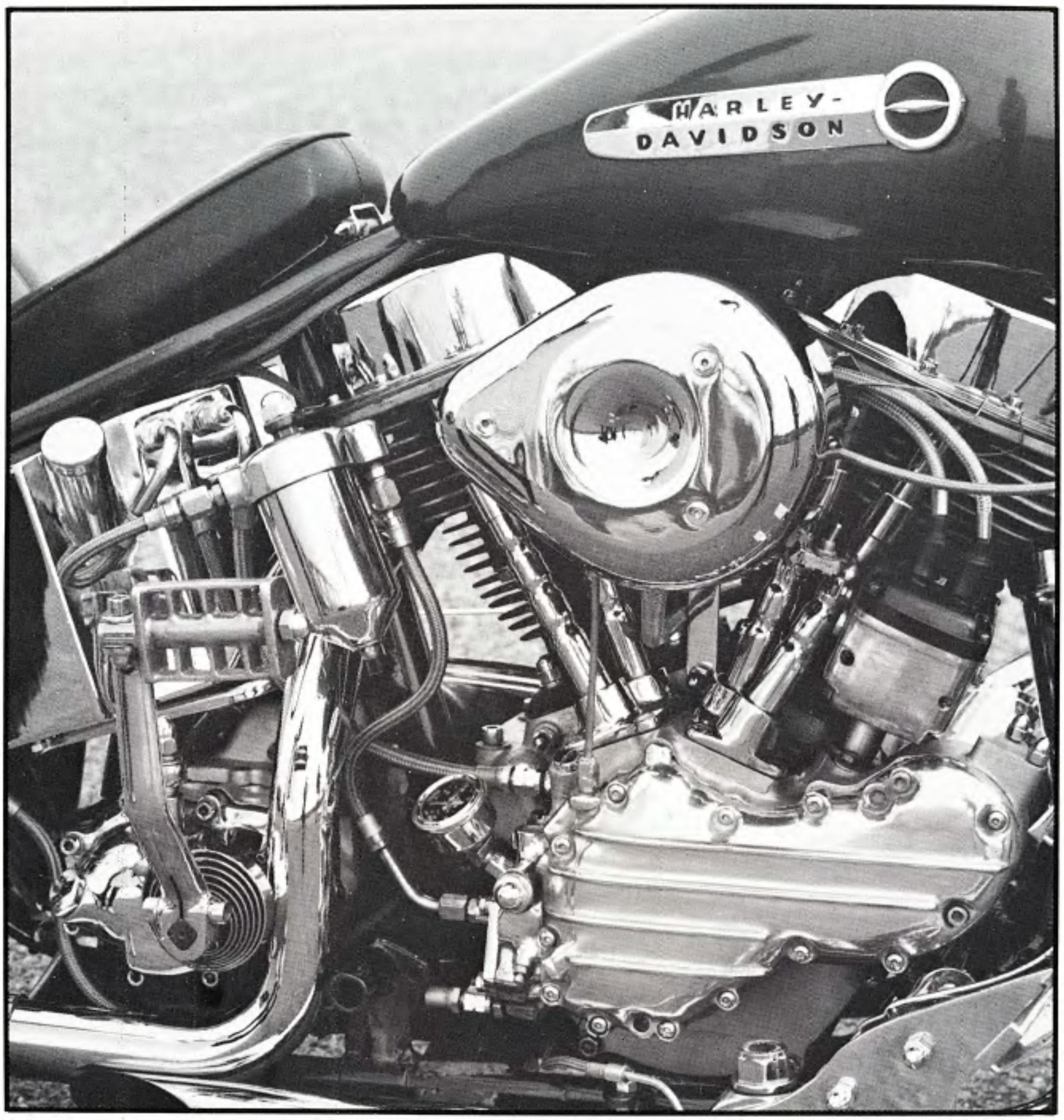
been flat knocked-out to tell ya all about his fellow Texan, Delbert Morris, and his 1950 chopped pan. He woulda told ya first off that Delbert ain't no money-beggin' panhandler; the Texas Panhandle is just where he lives. He owns and runs Morris Furniture, a store in Amarillo, and he's openin' up another one in Dumas, all within'a peanut tank's worth of petrol from the town of Panhandle, in that fryin'-pan part of the Lone Star state where skin broils an' bronzes in the summer, then flakes off an' withers away to a snow-white tan durin' the winter.

When Delbert isn't fixin' up an' sellin' off chairs, couches, tables, and other furniture, or partyin' with his bros, he can be located at some event the Texas ABATE Panhandle Chapter is sponsorin', or decidin' which of his six Harleys to ride. Usually it's no contest—his rigid-framed panhead gets the nod.

We first saw Delbert and his panhead-delight at last year's Austin rodeo. Due to mud-bog conditions and a severe lack of time, we weren't able to do a photo session. But he went ahead and got it shot on his own, even tossin' in a few


HARLEY
DAVIDSON

GOODYEAR



of Angie, a local babe.

He didn't need to throw in any extras for his red pan to make it, but we appreciate both it and the filly.

Delbert's been puttin' since he was 14 and bought his first Harley when he got tired of hitchhikin' from farm job to farm job, in towns like Happy and Sunray. He was drivin' a WD-9 International tractor on the farms he worked, but relied on his thumb and feet for personal transpo when he laid down $100 for a 1951 one-lung 165 cc Harley in '57. That got him goin'.

Delbert fell into this scoot when a friend, Charles Anderson, sold it to another mutual friend, Richard Howell, who rode it all of 10 blocks to Delbert's store. While reclinin' on the wares, and totally out of the blue, Richard asked nobody in particular why he had just bought the durned thing. Delbert allowed that if Richard couldn't figure it out then he'd take it off his hands. Another deal was made, and another panhead was saved. Richard's still kickin' himself. Double, 'cause—with a customization in the three years since—it's taken a first-place People's Choice award at ABATE's Make-A-Wish Benefit for terminally ill kids.

The bike got ridden as was for a year till Delbert got down with a rebuilding project. The fenders, front end, and handlebars were changed, a tool box was added, along with a 12-volt Volt-Pak and fender struts made from forward controls for a Sportster, utilizing

Owner: Delbert Morris	**City:** Amarillo, Texas	
General	**Frame**	
Fabrication by: owner	Year: 1950	
Year and make: 1950 H-D	Builder: H-D	
Model: panhead custom	Type: rigid	
Value: who knows?	Rake: stock	
Assembly by: owner	Stretch: stock	
Time: 6 months	Other alterations: none	
Chroming by: Brown's Plating	**Accessories**	
Engine	Bars: H-D	
Year: 1950	Risers: H-D	
Model: panhead	Fender(s): chopped bob/H-D	
Rebuilder: Lake Shore H-D	Headlight: H-D	
Ignition: Joe Hunt magneto	Taillight: catseye	
Displacement: 74 cubic inches	Speedo: catseye Eagle Iron	
Lower end: S&S	Front pegs: Drag Specialties	
Balancing: Lake Shore H-D	Rear pegs: none	
Pistons: H-D 30-over	Electrics: 12-volt generator	
Cases: stock H-D	Gas tank: 1950 H-D	
Heads: 1965 outside-oilers	Oil tank: Santee	
Cam: Sifton 440	Oil system: braided steel lines	
Lifters: H-D solids	Primary cover: Drag Specialties	
Carb(s): S&S	Seat: Drag Specialties	
Air cleaner: S&S	Sissybar: none	
Pipes: Drag Specialties	Height: n/a	
Muffler(s): what?	Material: n/a	
Transmission	**Forks**	
Modifications: none	Type: H-D narrow glide	
Year: 1950	Extension: none	
Shifting: jockey	Builder: H-D	
Engine sprocket: 24-tooth	Special features: polished trees, legs	
Trans sprocket: 23-tooth	**Wheels**	
Wheel sprocket: 49-tooth	**Front**	**Rear**
Painting	Size: 19-inch	Size: 16-inch
Molding: none	Hub: H-D	Hub: H-D
Painter: Signsmith/Ken Smith	Rim width: 3½ inch	Rim width: 5 inch
Color: candy red	Tire: Eagle GT	Tire: Eagle GT
Type: Deltron Radiance II	Brake: disc	Brake: drum
Special paint: gold leaf and stripes by Ken Smith		
Other special modifications: rear fender struts, peg mounts.		

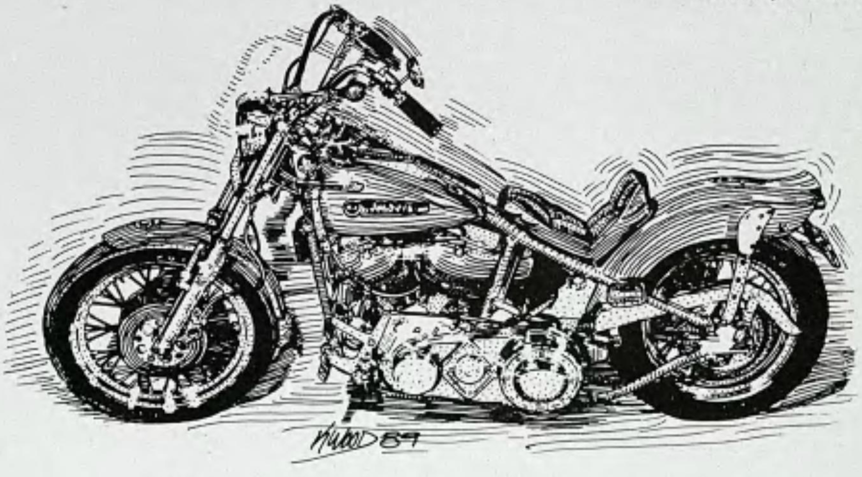
Photos by R.T. Hicks

Craftsman 7/16 sockets as spacers. The pan retained its original engine, tanks (with after-market emblems), trans, and frame.

It was painted three times, the first two turning into a nightmarish purple, before finally gettin' right with this red finish by Ken Smith of Signsmith Painting in Amarillo.

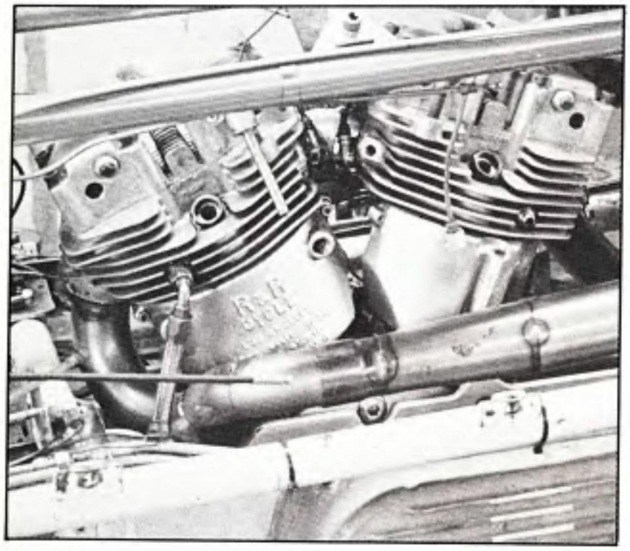
For Delbert Morris, this throwback pan is right as rain now. We only wish Savage coulda put his Texan touch to it. But it'll do; it'll have to.

—Buster

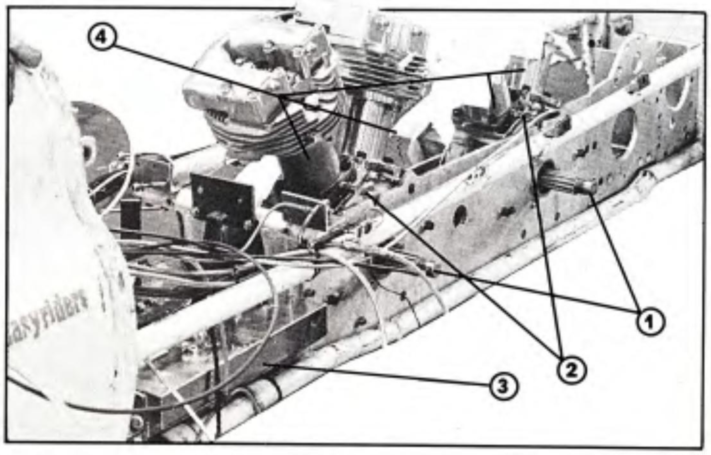


'LINER UPDATE

Kawasaki®-Huntin'!



A.



B.

1. Oversize 1½" 11-spline sprocket shafts.
2. Cast 4130 chrome moly left cases.
3. Extra-heavy-duty cast chrome moly cylinders.
4. Coolant holding tank.

Late Flash: ***It looks like the date the 'liner will run will be changed to September 21-25, 1989.***

Today is April 4, 1989—that's about six months until we head for Bonneville (the dates may change so stay posted). All projects are in the works like the drive line, body, chutes, brakes, wheels, and new trailer. And now we get to the fun part—the two 90.2 c.i. motors. (A total of 183 c.i. is the maximum allowed for both motors under A.M.A./F.I.M. sanction.)

When you're pushin' a pair of big inch motors wide open for six miles—pumping 400 to 500 horses on an 85+ load of nitro, with nitrous-oxide boost—you've got to be most concerned with heat build-up and parts disintegrating under the thumpin' of the long stroke (3-7/16 bore x 4-3/4 stroke).

To beat the heat problem, Bob George designed a special set of water jackets (Photo A). The coolant is circulated by an electric pump through a holding tank in front of the motors—the jackets clamp around an extra-heavy-duty set of cast 4130 chrome moly cylinders (Photo B). Also, in Photo B you can see the oversized 1½-inch, 11-spline sprocket shafts protruding through the motor stringer plates, and behind the plates are cast 4130 chrome moly left side crankcases specially made just for this project. This kind of "Bullet Proofing" is what makes the motors last long enough to make the two full-throttle passes at the flying mile, when crew chief Keith Ruxton puts the other trick stuff in the engines to make 'em pump all that horsepower. More about that when the engines go back together.

If you want more up-to-date info on the 'liner's progress, you can call the 900 number listed below (it's updated every Monday—the cost of the call is 89¢ per minute). —*J.T.*

Weekly 'liner update

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If you haven't seen the last few issues of Easyriders, the bike shown on these two pages is the world's fastest Harley at 276.376 mph, but there's a 318.598 mph record on the books, set with a pair of Kawasaki engines, and we're gettin' ready to kick some ass and try to take it away from them.

It's all gonna happen at the Bonneville Salt Flats in September of '89. Everyone should go to Bonneville at least once in his lifetime—it's part of our heritage as bikers.

From the nearby motel/casino town of Wendover on the Utah/Nevada border to the winding mountain road leading to the party town of Wells, Nevada—and of course the expansive beauty of the Salt Flats—it's a scene waiting for American history to be made.

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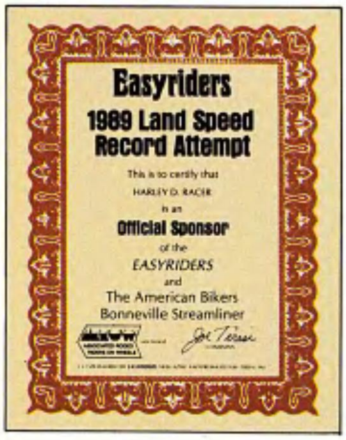

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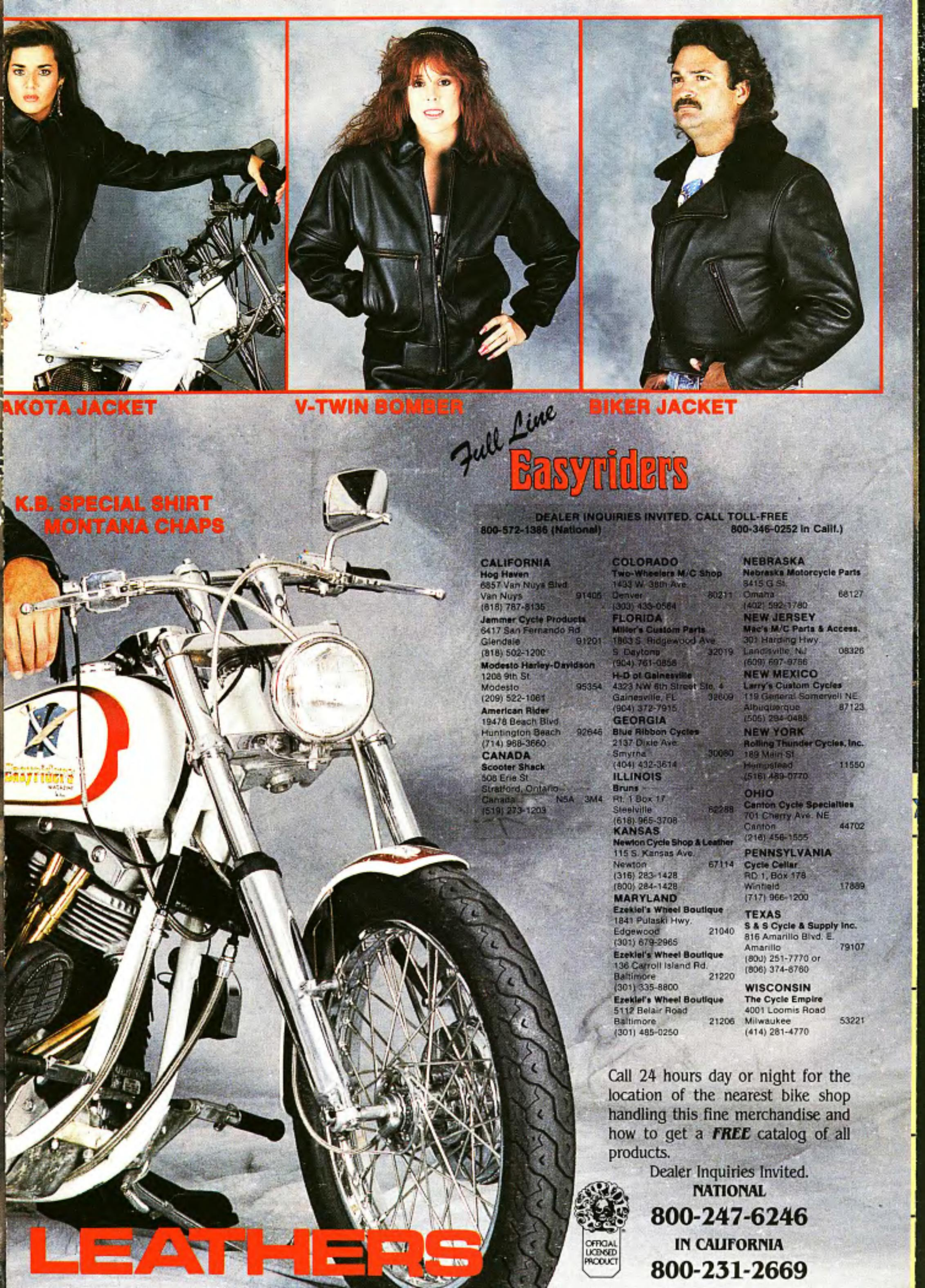
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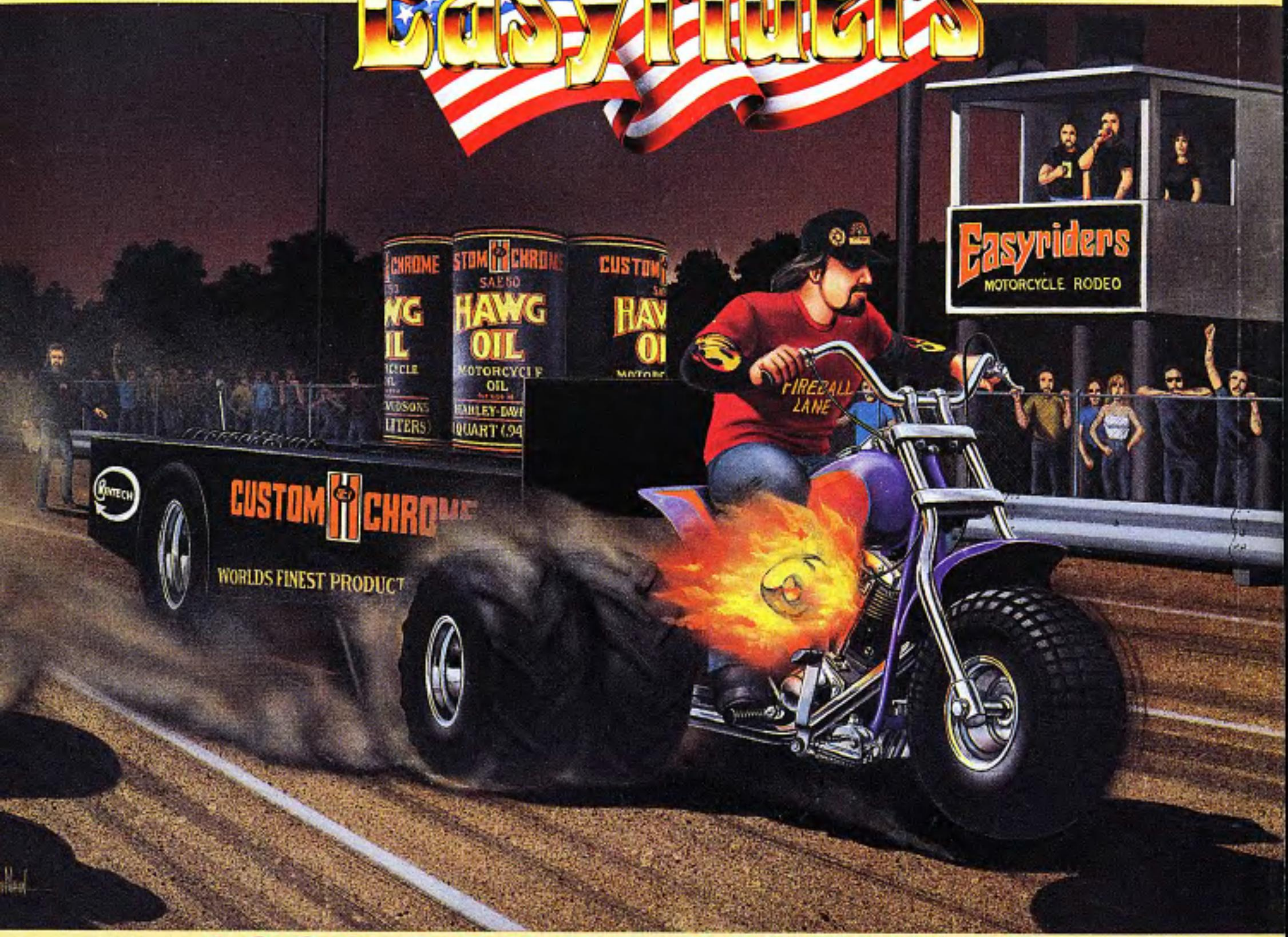

★★★ 1989 RODEO CALENDAR ★★★

May 27, 28, 29 Memorial Day Weekend **Austin, Texas** Texas Exposition and Heritage Center I. 35 south to 290 east to Decker Rd. south	**June 30th–July 2** **Longmont, Colorado** 30 miles north of Denver Boulder County Fairgrounds co-sponsored by Freedom Harley-Davidson/ Denver Chapter H.O.G.	**August 11, 12** **Sturgis South Dakota** Sturgis Dragway East on I-34 to I-79 North
Late August East Coast	**September 2, 3, 4** **Labor Day Weekend** Chillicothe, Ohio Ross County Fairgrounds (Route 22 to 104; go south on 104 for 13 miles)	**October 20, 21, 22** **GRAND NATIONALS** **VENTURA, CALIFORNIA** Ventura County Fairgrounds Hwy. 101 to California St. exit

Rodeo • Trade Show • Ride-In Bike Show • Live Music • Food and Beer on Sale • Camping (family area, too) • Trophy Girl Contest

Seller Spaces available, Call: Cathy Chaffin (818) 889-8740

For more info, Call: **(800) 247-6246** (National) — **(800) 231-2669** (In California)

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